RandomID	D1	D2	D3	D4	D5
1	5	0	0	1	0
2	4	0	1	1	0
3	3	0	0	1	1
4	5	0	1	1	0
5	5	0	1	1	0
6	5	0	1	1	0
7	4	0	1	1	0
8	3	0	0	1	0
9	4	0	0	0	0
10	4	0	0	1	0
11	5	0	1	1	0
12	4	0	0	1	1
13	5	0	1	1	0
14	5	0	1	1	0
15	5	0	0	1	0
16	4	0	0	1	0
17	5	0	0	1	0
18	5	0	0	1	1
19	4	0	0	1	0
20	5	0	0	1	0
21	4	0	0	1	0
22	5	1	1	1	0
23	3	0	1	1	0
24	5	0	1	1	0
25	4	0	0	0	0
26	5	0	1	1	0
27	4	0	0	1	0
28	5	0	0	1	0
29	5	0	0	1	0
30	5	0	0	0	0
31	4	0	0	1	1
32	5	0	1	1	0
33	4	0	0	1	1
34	5	1	1	1	0
35	4	0	0	1	0
36	4	0	0	1	0
37	4	1	1	1	0
38	5	0	1	1	0
39	4	0	1	1	0
40	5	0	0	1	0
41	4	0	0	1	0
42	4	1	1	1	0
43	5	0	1	1	0
44	3	0	0	1	0
45	4	0	0	1	0
46	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
47	4	0	1	1	0
48	3	0	1	1	0
49	5	0	0	1	0
50	4	1	1	1	0
51	4	0	1	1	0
52	3	0	1	1	0
53	4	0	0	1	0
54	2	0	0	1	1
55	4	0	1	1	0
56	5	0	1	1	0
57	4	0	0	1	0
58	4	0	0	1	0
59	4	0	1	1	0
60	4	0	1	1	0
61	5	0	0	1	0
62	4	0	0	1	0
63	4	0	1	0	0
64	3	0	0	1	0
65	5	0	0	1	0
66	4	0	0	1	0
67	5	0	0	0	0
68	5	0	0	1	0
69	4	0	0	1	0
70	4	0	0	1	0
71	5	0	0	1	0
72	3	1	0	1	0
73	4	0	1	1	1
74	5	0	1	1	1
75	5	0	0	1	0
76	5	0	1	1	0
77	4	0	1	1	0
78	5	0	1	1	0
79	4	0	0	1	0
80	5	0	1	1	1
81	4	0	1	1	0
82	5	0	1	1	0
83	5	0	0	1	1
84	4	0	0	1	0
85	4	0	0	1	0
86	5	0	0	1	0
87	5	0	1	1	0
88	3	0	1	1	0
89	4	0	0	1	0
90	5	0	0	1	0
91	4	0	0	1	1
92	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
93	5	0	1	1	0
94	4	0	1	1	1
95	5	0	0	1	0
96	5	0	0	1	0
97	5	0	0	1	0
98	5	0	1	1	0
99	5	0	0	1	0
100	5	0	0	1	0
101	4	0	0	0	0
102	5	0	0	0	0
103	5	0	0	1	0
104	4	0	0	1	0
105	4	0	0	1	0
106	4	0	0	1	0
107	5	0	1	1	0
108	4	0	1	0	0
109	5	0	0	0	0
110	5	0	1	1	0
111	4	0	0	1	0
112	5	0	0	1	0
113	4	1	0	1	0
114	5	0	0	1	0
115	5	0	1	1	0
116	4	0	1	1	0
117	4	0	0	1	0
118	5	0	0	1	0
119	4	0	1	1	1
120	5	0	0	1	0
121	5	0	0	1	0
122	5	0	1	1	0
123	5	0	1	1	0
124	4	0	1	1	0
125	5	0	0	0	0
126	4	0	0	1	0
127	5	0	0	1	0
128	4	1	0	1	0
129	4	0	0	1	0
130	5	1	1	1	0
131	5	0	0	1	0
132	5	1	1	1	0
133	4	1	1	1	0
134	4	0	1	1	0
135	5	0	0	1	0
136	5	0	0	1	0
137	4	0	0	1	0
138	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
139	5	0	0	1	0
140	5	0	0	1	0
141	4	0	0	1	0
142	.	0	1	1	0
143	4	0	1	1	0
144	5	0	0	1	0
145	4	0	1	1	0
146	5	0	1	1	0
147	5	0	1	1	0
148	5	0	0	1	0
149	4	0	1	1	0
150	4	0	1	1	0
151	5	1	1	1	0
152	5	0	0	1	0
153	4	0	1	1	0
154	5	0	1	1	0
155	5	0	0	0	0
156	5	0	1	1	0
157	5	0	1	1	1
158	5	0	1	1	1
159	5	0	1	1	0
160	3	0	1	1	0
161	5	0	1	1	0
162	3	1	1	1	0
163	5	0	0	1	0
164	5	0	0	1	1
165	5	0	0	1	0
166	5	0	1	1	1
167	5	0	0	1	0
168	5	0	0	1	0
169	4	0	1	1	0
170	5	0	0	1	0
171	5	0	0	1	0
172	4	0	1	1	0
173	5	0	0	1	0
174	4	1	0	1	0
175	4	0	1	1	0
176	5	0	0	0	1
177	5	0	0	1	0
178	5	0	0	1	0
179	5	0	0	1	0
180	5	0	1	1	0
181	3	1	1	1	0
182	4	0	1	1	0
183	5	0	0	1	0
184	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
185	4	0	0	1	0
186	4	0	0	1	0
187	4	1	0	1	0
188	5	0	1	1	0
189	5	0	1	1	0
190	4	0	0	1	0
191	3	0	1	1	0
192	4	1	1	1	1
193	5	0	1	1	0
194	5	0	0	1	0
195	4	0	0	1	0
196	5	0	1	1	0
197	4	0	1	1	0
198	4	0	1	1	0
199	5	0	1	1	0
200	5	0	0	1	0
201	2	1	1	1	0
202	5	0	0	1	0
203	5	0	1	1	0
204	5	0	0	0	0
205	5	0	0	1	0
206	5	1	1	1	0
207	4	0	1	1	0
208	4	1	1	1	0
209	4	0	0	1	0
210	5	0	1	1	0
211	4	0	0	1	0
212	4	0	0	1	0
213	5	0	0	1	0
214	5	0	0	1	0
215	5	0	0	1	0
216	4	0	0	1	0
217	4	0	0	1	0
218	4	0	1	1	0
219	5	0	1	1	0
220	4	0	0	1	0
221	3	0	1	1	0
222	3	0	0	1	0
223	5	0	0	1	0
224	4	0	0	1	0
225	5	0	0	1	0
226	4	0	0	0	0
227	4	0	1	1	0
228	3	0	0	1	0
229	4	0	1	1	0
230	4	0	1	0	0

RandomID	D1	D2	D3	D4	D5
231	5	0	1	1	0
232	5	0	1	1	0
233	5	0	1	1	0
234	5	0	1	0	0
235	4	0	0	1	0
236	5	0	0	0	0
237	5	0	0	1	0
238	4	0	0	1	0
239	5	0	1	1	0
240	3	0	1	1	0
241	4	0	1	1	0
242	5	0	0	1	0
243	4	0	0	1	0
244	5	0	1	1	1
245	5	0	0	1	0
246	4	1	0	1	0
247	4	0	0	1	1
248	5	0	0	1	0
249	5	0	1	1	0
250	4	0	1	1	1
251	4	0	1	1	0
252	3	0	0	1	1
253	5	0	1	1	0
254	5	0	0	1	0
255	4	0	0	1	0
256	5	0	1	1	0
257	5	0	1	1	0
258	4	1	0	1	0
259	4	0	1	1	0
260	5	0	1	1	0
261	4	0	1	1	1
262	4	0	1	1	1
263	4	1	0	1	0
264	5	0	0	1	0
265	4	0	1	1	0
266	3	0	1	1	0
267	5	0	1	1	0
268	4	1	0	1	0
269	4	0	1	1	1
270	5	0	0	1	0
271	5	0	1	1	0
272	5	0	0	1	0
273	5	0	0	1	0
274	5	0	0	1	0
275	4	1	0	1	0
276	5	0	1	0	1

RandomID	D1	D2	D3	D4	D5
277	5	0	1	1	0
278	5	0	0	1	0
279	4	0	0	1	0
280	4	0	0	1	0
281	5	0	1	1	1
282	4	1	1	1	1
283	3	0	0	1	0
284	4	0	1	1	0
285	4	0	0	1	0
286	5	0	1	1	0
287	4	0	0	1	0
288	3	0	1	1	1
289	5	0	0	1	0
290	5	0	0	1	0
291	3	0	1	1	1
292	4	0	0	1	0
293	5	0	1	1	0
294	4	0	0	1	0
295	5	0	0	1	1
296	4	0	0	1	0
297	4	0	0	1	0
298	4	0	0	1	0
299	4	0	1	1	0
300	5	0	1	1	0
301	5	0	0	1	0
302	5	0	0	1	0
303	5	0	0	1	0
304	5	0	1	1	1
305	4	0	1	1	0
306	4	0	1	1	0
307	4	0	0	1	1
308	5	1	0	1	0
309	5	0	1	1	0
310	5	1	0	1	0
311	5	1	1	1	0
312	3	0	0	1	0
313	5	0	0	1	0
314	5	0	0	1	0
315	5	0	0	1	0
316	5	0	0	1	0
317	5	0	1	1	0
318	5	0	0	1	0
319	5	0	1	1	0
320	4	1	1	1	0
321	4	1	1	1	0
322	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
323	5	0	1	1	1
324	5	0	1	1	0
325	5	0	0	1	0
326	4	0	0	1	0
327	5	0	1	1	0
328	5	0	0	1	1
329	4	0	1	1	0
330	5	0	0	1	0
331	4	0	1	1	1
332	4	0	1	1	0
333	5	0	0	1	0
334	5	0	1	1	0
335	5	0	1	1	0
336	5	0	0	1	0
337	4	0	0	1	0
338	3	0	1	1	0
339	4	0	1	1	0
340	4	0	0	1	0
341	4	0	0	1	0
342	3	0	1	1	0
343	5	0	0	1	0
344	3	0	0	1	0
345	5	0	0	1	1
346	5	0	1	1	0
347	4	0	0	1	0
348	3	0	0	0	0
349	5	0	1	1	0
350	5	1	0	1	0
351	3	1	0	1	0
352	4	0	0	1	0
353	5	0	1	0	0
354	4	0	0	1	0
355	5	0	0	1	0
356	5	0	0	1	0
357	4	0	1	1	1
358	5	0	1	1	0
359	4	0	1	1	0
360	5	0	1	1	0
361	5	0	0	0	0
362	4	0	1	1	0
363	5	0	0	1	0
364	4	0	1	1	0
365	5	0	0	1	0
366	5	0	0	1	0
367	5	0	1	1	0
368	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
369	4	0	0	0	0
370	5	0	0	1	0
371	5	0	1	1	0
372	5	0	0	1	0
373	5	0	1	1	0
374	5	0	0	1	0
375	5	0	0	1	0
376	5	1	0	1	0
377	5	0	0	1	0
378	4	0	0	1	0
379	3	0	1	1	1
380	5	0	1	1	0
381	5	0	1	1	1
382	5	0	1	1	0
383	4	1	1	0	0
384	5	.	1	1	0
385	5	0	0	1	0
386	4	0	1	1	0
387	5	0	0	1	0
388	4	0	0	1	0
389	4	0	0	1	0
390	5	1	1	1	0
391	5	0	0	1	0
392	5	1	1	1	0
393	3	0	1	1	0
394	5	0	1	1	0
395	5	0	0	1	0
396	5	0	0	1	0
397	4	0	0	1	0
398	5	0	1	1	0
399	5	0	1	1	0
400	5	0	1	1	0
401	5	0	0	0	0
402	3	1	0	1	1
403	4	0	0	1	0
404	5	0	1	1	0
405	4	0	1	1	0
406	4	0	1	1	0
407	5	0	0	1	0
408	4	1	1	1	0
409	5	0	1	1	1
410	5	0	1	1	0
411	5	0	0	1	0
412	5	1	1	1	0
413	3	1	1	1	0
414	3	1	0	1	0

RandomID	D1	D2	D3	D4	D5
415	5	0	0	1	1
416	5	0	0	1	0
417	4	0	1	1	0
418	5	0	1	1	1
419	5	0	0	1	0
420	5	1	1	1	0
421	4	0	1	1	0
422	5	1	1	1	0
423	5	0	0	1	0
424	5	1	0	1	0
425	5	0	0	1	0
426	5	0	1	1	0
427	5	0	1	1	0
428	4	0	0	1	0
429	3	0	0	1	0
430	3	0	0	1	0
431	4	0	0	1	0
432	4	0	1	1	0
433	5	0	1	1	0
434	4	0	0	1	0
435	5	0	1	1	1
436	5	0	0	1	1
437	4	0	1	1	0
438	5	0	0	1	0
439	4	0	0	1	0
440	5	0	0	1	1
441	5	0	1	1	0
442	4	0	0	1	0
443	4	1	0	1	0
444	5	0	0	1	1
445	4	0	1	1	0
446	5	0	0	1	1
447	5	0	0	1	1
448	5	0	1	1	0
449	4	0	0	1	0
450	4	0	0	1	0
451	4	0	0	1	0
452	4	0	0	1	0
453	5	0	0	1	0
454	5	0	0	1	0
455	4	0	1	1	0
456	5	0	0	1	0
457	5	1	1	1	0
458	5	0	1	1	0
459	4	0	0	1	0
460	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
461	5	0	0	0	0
462	5	0	1	1	0
463	4	0	0	1	0
464	4	1	0	1	0
465	5	0	1	1	0
466	5	1	1	1	0
467	5	0	0	1	0
468	5	0	1	1	0
469	4	0	0	1	0
470	5	0	1	1	0
471	5	0	1	1	1
472	3	0	0	1	0
473	4	0	0	1	0
474	5	0	1	1	1
475	4	0	0	1	0
476	4	0	1	1	0
477	4	0	1	1	0
478	4	0	0	1	0
479	4	1	1	1	0
480	4	0	1	1	0
481	5	0	1	1	0
482	4	0	0	0	0
483	4	0	0	1	1
484	5	0	0	1	0
485	4	0	0	1	1
486	5	0	0	1	0
487	5	0	0	1	0
488	5	0	1	1	0
489	5	0	1	1	0
490	4	0	0	1	1
491	4	0	0	1	0
492	5	0	0	1	0
493	5	0	0	1	0
494	4	0	0	1	0
495	5	0	0	1	0
496	5	1	1	1	1
497	5	0	0	1	1
498	4	0	1	1	0
499	5	0	0	1	0
500	5	0	0	1	0
501	4	0	0	1	0
502	4	0	0	1	0
503	5	0	0	1	0
504	5	0	1	1	0
505	4	0	0	1	1
506	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
507	5	0	1	1	0
508	5	0	1	1	0
509	3	0	0	1	0
510	5	0	1	1	0
511	5	0	1	1	0
512	5	0	0	1	0
513	4	0	0	1	0
514	5	0	0	1	0
515	5	0	1	1	0
516	4	0	0	1	0
517	4	0	1	1	0
518	5	0	0	1	0
519	4	0	1	1	1
520	5	0	0	1	0
521	5	0	1	1	0
522	4	0	0	1	0
523	4	0	0	1	0
524	5	0	0	1	0
525	5	0	0	1	0
526	5	0	1	1	0
527	4	0	0	1	1
528	4	0	0	1	0
529	5	0	0	1	1
530	5	0	0	1	0
531	4	0	0	1	0
532	5	0	1	1	0
533	4	0	0	1	0
534	4	0	1	1	0
535	4	0	1	1	1
536	5	0	1	1	0
537	5	0	1	1	1
538	4	0	0	1	0
539	5	0	1	1	0
540	5	0	0	1	0
541	4	0	1	1	0
542	4	0	0	1	0
543	4	0	1	1	1
544	4	0	1	1	0
545	4	0	0	1	0
546	5	0	0	1	0
547	4	0	0	1	0
548	4	0	1	1	0
549	5	0	1	1	0
550	4	0	0	1	0
551	5	0	0	1	0
552	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
553	5	0	0	1	0
554	5	0	1	1	0
555	5	0	1	1	0
556	5	0	1	1	0
557	4	0	0	1	0
558	5	0	0	1	0
559	4	0	0	1	0
560	4	0	0	1	0
561	5	0	1	1	0
562	5	0	1	1	0
563	5	0	1	1	0
564	3	0	1	1	0
565	4	0	0	1	0
566	4	0	1	1	0
567	4	0	0	1	0
568	2	0	0	1	0
569	4	0	1	1	0
570	5	0	0	1	0
571	4	0	0	1	0
572	4	0	0	1	0
573	4	0	1	1	0
574	5	0	1	1	0
575	5	0	0	1	0
576	4	1	0	1	0
577	5	0	0	1	1
578	5	0	1	1	1
579	5	0	0	1	0
580	4	0	1	1	0
581	4	0	1	1	0
582	5	0	0	1	0
583	4	0	0	1	1
584	4	0	1	1	0
585	4	0	1	1	0
586	4	0	0	1	0
587	5	0	0	1	0
588	5	0	0	1	0
589	4	0	1	1	0
590	4	1	1	1	0
591	4	0	0	1	0
592	5	0	0	1	0
593	5	0	1	1	0
594	5	0	1	1	0
595	4	0	0	1	0
596	5	0	0	1	0
597	5	0	1	1	0
598	3	1	1	1	0

RandomID	D1	D2	D3	D4	D5
599	5	0	0	1	0
600	4	0	0	1	1
601	4	0	1	1	1
602	5	0	0	1	0
603	5	0	0	1	0
604	5	0	1	1	0
605	4	0	0	1	0
606	4	0	0	1	0
607	4	0	1	1	0
608	4	0	1	1	0
609	3	1	1	1	0
610	4	0	0	1	0
611	4	0	0	1	0
612	5	0	1	1	0
613	4	0	0	1	1
614	5	0	1	1	0
615	5	0	0	1	0
616	5	0	1	1	0
617	5	1	0	1	0
618	5	0	0	1	0
619	5	0	0	1	0
620	4	0	1	1	0
621	4	0	0	1	0
622	4	0	1	1	0
623	4	0	0	1	0
624	3	0	0	1	0
625	4	0	0	1	0
626	4	0	1	1	0
627	5	0	0	1	0
628	4	1	1	1	0
629	4	0	0	0	0
630	3	0	1	1	0
631	4	0	0	1	0
632	4	0	1	1	0
633	4	1	1	1	0
634	5	0	0	1	0
635	4	0	1	1	0
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637	5	0	1	1	0
638	5	0	1	1	0
639	4	0	1	1	0
640	5	0	0	0	0
641	5	0	0	1	0
642	5	1	0	1	0
643	5	0	1	1	0
644	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
645	4	0	0	1	0
646	4	0	0	1	0
647	5	0	0	1	0
648	3	0	0	1	0
649	4	0	0	1	0
650	4	1	1	1	0
651	4	0	1	1	0
652	4	0	0	1	0
653	3	0	1	1	0
654	5	0	0	1	0
655	5	0	1	0	0
656	5	0	0	1	0
657	4	0	1	1	0
658	5	0	0	1	1
659	5	0	0	1	0
660	5	0	0	1	1
661	5	0	1	1	0
662	5	0	0	1	0
663	5	0	0	1	0
664	4	0	0	1	0
665	4	0	1	1	0
666	4	0	0	1	0
667	5	0	0	1	0
668	5	0	1	1	0
669	4	0	1	1	1
670	4	0	0	0	0
671	5	0	0	1	0
672	5	0	1	1	0
673	4	0	1	1	0
674	4	0	1	1	0
675	5	0	1	1	1
676	5	0	0	1	0
677	5	0	1	1	0
678	3	0	1	1	0
679	5	0	1	1	0
680	4	0	0	1	0
681	5	0	0	1	0
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683	4	0	1	1	0
684	4	0	1	1	1
685	5	0	1	1	1
686	5	0	1	1	1
687	3	0	0	1	0
688	5	1	1	1	0
689	5	0	0	1	1
690	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
691	4	0	1	1	0
692	5	0	0	1	0
693	4	0	1	1	0
694	4	0	1	1	0
695	5	0	0	1	0
696	4	1	1	1	0
697	3	0	0	1	0
698	5	0	1	1	0
699	5	0	1	1	0
700	5	0	0	1	0
701	4	0	1	1	0
702	5	0	0	1	1
703	5	0	0	1	0
704	5	0	1	1	0
705	4	0	1	0	0
706	5	0	1	1	0
707	5	0	0	1	0
708	5	0	1	1	0
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710	5	1	0	1	0
711	5	0	1	1	0
712	5	0	0	1	0
713	5	0	1	1	1
714	4	1	0	1	0
715	4	1	0	1	0
716	4	0	0	1	0
717	5	0	0	1	0
718	4	0	1	1	1
719	3	0	0	1	0
720	5	0	1	1	1
721	5	0	0	1	0
722	4	0	0	1	0
723	3	0	0	1	0
724	4	0	0	0	0
725	5	0	0	1	0
726	4	0	0	1	0
727	4	1	0	1	0
728	4	1	1	1	0
729	5	0	1	1	0
730	4	0	0	1	0
731	4	0	0	1	0
732	5	0	1	1	0
733	5	0	1	1	0
734	4	0	1	1	0
735	4	0	0	1	0
736	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
737	4	0	0	1	0
738	4	0	1	1	0
739	5	0	1	1	0
740	5	0	1	1	0
741	5	0	0	1	0
742	5	0	0	1	0
743	5	0	0	1	0
744	4	0	0	1	0
745	5	0	0	1	0
746	5	0	1	1	0
747	5	1	1	1	0
748	4	0	1	1	0
749	5	0	0	1	0
750	4	0	0	1	0
751	5	1	1	1	0
752	4	0	1	1	0
753	5	0	1	1	1
754	4	0	0	0	0
755	4	1	0	1	0
756	4	0	1	1	0
757	5	0	0	1	0
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759	4	1	1	1	0
760	4	0	0	1	0
761	5	0	1	1	0
762	4	0	0	1	0
763	4	0	0	1	0
764	4	0	0	1	0
765	.	.	.	.	.
766	4	0	1	1	0
767	4	0	1	1	0
768	5	0	0	1	0
769	4	0	1	1	0
770	5	0	1	1	0
771	5	0	1	1	0
772	4	0	0	1	0
773	4	0	0	1	0
774	4	0	0	1	0
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776	5	0	1	1	0
777	4	0	1	1	0
778	5	0	1	1	1
779	3	1	1	1	0
780	3	0	1	1	0
781	4	0	1	1	0
782	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
783	5	0	0	1	0
784	4	0	1	1	0
785	5	0	0	1	0
786	5	0	0	1	1
787	4	0	0	1	0
788	5	0	0	1	0
789	4	1	0	1	1
790	5	0	0	1	1
791	4	0	0	1	0
792	4	0	1	1	0
793	5	0	0	1	0
794	3	0	0	1	0
795	4	0	1	1	0
796	5	0	1	1	0
797	4	0	0	1	0
798	5	0	1	1	0
799	5	0	1	1	0
800	5	0	0	1	0
801	4	1	1	1	0
802	4	0	1	1	0
803	4	1	1	1	0
804	4	0	0	1	0
805	3	0	1	1	0
806	4	0	1	1	0
807	5	0	0	1	0
808	4	0	1	1	0
809	4	0	0	1	0
810	3	0	1	1	0
811	4	0	0	1	1
812	4	0	0	1	0
813	5	0	1	1	0
814	4	0	0	1	0
815	4	0	0	1	0
816	4	0	0	1	0
817	5	0	0	1	0
818	5	0	0	1	0
819	5	0	1	1	0
820	4	0	1	1	0
821	5	0	0	1	0
822	4	0	0	1	0
823	4	0	1	1	0
824	5	0	0	1	0
825	4	0	0	1	0
826	4	0	0	1	0
827	4	0	1	1	0
828	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
829	5	0	0	1	0
830	5	0	1	1	0
831	4	0	1	1	0
832	4	0	0	1	0
833	4	0	0	1	0
834	5	0	1	1	0
835	4	0	0	1	1
836	5	0	0	1	0
837	5	0	0	1	0
838	5	0	0	1	0
839	3	0	1	1	0
840	4	0	1	1	1
841	4	0	1	1	0
842	4	0	0	1	0
843	5	0	0	1	0
844	4	0	0	1	0
845	5	0	0	1	0
846	4	0	1	1	0
847	4	0	0	1	0
848	4	0	1	1	0
849	4	0	0	1	0
850	5	0	0	1	0
851	5	1	1	1	0
852	5	0	0	1	0
853	4	0	0	1	0
854	4	0	0	1	0
855	4	0	1	1	0
856	4	0	1	1	0
857	4	0	1	1	0
858	5	0	0	1	0
859	.	0	0	1	1
860	2	1	1	1	1
861	4	0	0	1	0
862	4	0	1	1	0
863	5	0	0	1	0
864	2	0	1	1	0
865	5	0	1	1	0
866	4	0	1	1	1
867	4	0	1	1	1
868	4	0	0	1	1
869	5	0	0	1	0
870	4	1	1	1	0
871	4	1	1	0	0
872	5	0	0	1	0
873	4	0	1	1	0
874	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
875	5	0	1	1	0
876	4	0	0	1	0
877	5	0	0	1	0
878	5	0	0	1	0
879	4	0	0	1	0
880	5	0	1	1	0
881	5	0	0	1	1
882	5	0	0	1	0
883	5	1	1	1	0
884	4	0	1	1	0
885	4	0	1	1	0
886	5	0	0	1	0
887	5	0	0	0	0
888	4	0	1	1	0
889	5	0	0	1	0
890	5	0	1	1	0
891	5	0	0	1	0
892	5	0	1	1	0
893	5	0	1	1	0
894	4	0	0	1	0
895	3	0	0	1	0
896	5	0	1	1	0
897	4	0	0	1	0
898	4	0	1	1	0
899	5	0	1	1	0
900	4	0	0	1	0
901	4	0	0	1	0
902	5	0	1	1	0
903	3	0	1	1	1
904	4	0	0	1	0
905	5	0	0	1	0
906	5	0	0	1	0
907	5	0	0	1	0
908	3	0	1	1	0
909	4	1	1	1	0
910	4	0	1	1	0
911	4	0	0	1	0
912	5	1	0	1	1
913	3	1	1	1	0
914	4	0	1	1	0
915	5	0	0	1	0
916	5	0	1	1	0
917	5	0	1	1	0
918	4	0	0	1	0
919	5	0	0	1	0
920	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
921	4	0	0	1	0
922	5	0	0	1	0
923	3	0	1	1	0
924	5	0	0	1	0
925	5	0	0	1	0
926	5	0	1	1	1
927	4	0	1	1	1
928	4	0	1	1	0
929	4	0	1	1	0
930	5	0	0	1	1
931	4	0	1	1	0
932	5	0	1	1	1
933	4	0	0	1	0
934	3	0	1	1	0
935	4	0	1	1	0
936	5	0	0	1	0
937	5	0	0	1	1
938	4	0	0	1	0
939	4	0	1	1	0
940	4	0	0	0	0
941	5	0	0	1	0
942	4	0	1	1	0
943	5	0	0	1	0
944	4	0	1	1	0
945	4	0	0	1	0
946	3	1	1	1	0
947	4	0	0	1	0
948	4	0	1	1	0
949	4	0	0	1	0
950	4	0	0	0	0
951	5	0	0	1	0
952	5	0	0	1	0
953	4	1	1	1	0
954	4	0	1	1	0
955	4	0	0	1	1
956	5	0	0	1	0
957	5	1	0	1	1
958	5	1	1	1	0
959	4	0	1	1	0
960	5	0	0	1	0
961	5	0	1	1	0
962	4	1	0	1	0
963	4	0	1	1	0
964	4	0	0	1	0
965	5	0	1	0	1
966	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
967	5	0	0	1	0
968	4	0	1	1	0
969	5	0	0	1	0
970	5	0	1	1	0
971	4	0	1	1	0
972	5	0	1	1	1
973	3	0	0	1	0
974	5	0	0	1	0
975	5	0	0	1	0
976	4	1	0	1	1
977	5	0	0	1	0
978	4	0	1	1	0
979	5	0	1	1	1
980	4	0	0	1	1
981	5	0	1	1	1
982	4	0	1	1	0
983	4	0	0	1	0
984	4	0	0	1	0
985	4	0	0	1	1
986	4	0	0	1	0
987	5	0	0	1	0
988	5	0	0	1	0
989	5	0	1	1	0
990	4	0	0	1	0
991	4	0	0	1	0
992	5	0	0	1	0
993	5	0	1	1	0
994	3	0	1	1	0
995	5	0	0	1	0
996	5	0	1	1	0
997	4	1	1	1	0
998	4	0	1	0	0
999	3	0	1	1	1
1000	3	0	1	1	0
1001	4	0	0	1	0
1002	3	0	1	1	0
1003	4	0	0	1	0
1004	5	0	0	1	0
1005	5	0	0	1	0
1006	5	0	1	1	0
1007	5	0	0	1	0
1008	5	0	0	1	0
1009	5	0	0	1	0
1010	5	0	0	1	0
1011	4	0	0	1	0
1012	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1013	5	0	1	1	0
1014	4	0	0	1	0
1015	3	0	0	1	0
1016	5	0	0	1	0
1017	4	1	0	1	0
1018	5	0	0	1	0
1019	5	0	0	1	0
1020	5	0	0	1	0
1021	4	0	1	1	0
1022	4	0	1	1	0
1023	4	0	1	1	0
1024	5	0	0	1	0
1025	4	0	1	1	0
1026	4	1	0	1	0
1027	5	0	1	1	0
1028	5	0	1	1	1
1029	5	1	1	1	0
1030	5	0	1	1	0
1031	5	0	0	1	0
1032	5	0	0	1	0
1033	5	0	1	1	0
1034	5	0	0	1	1
1035	5	0	1	1	0
1036	4	0	0	1	0
1037	5	0	0	1	0
1038	4	0	0	0	0
1039	3	0	0	1	0
1040	5	0	0	1	0
1041	4	0	0	1	0
1042	5	0	1	1	0
1043	5	0	0	0	0
1044	5	0	1	1	0
1045	5	0	1	1	0
1046	4	0	1	1	0
1047	5	0	0	1	0
1048	5	1	0	1	0
1049	4	0	0	1	0
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1052	5	0	1	1	0
1053	5	0	1	1	0
1054	4	0	0	1	0
1055	4	0	1	1	0
1056	4	0	0	1	0
1057	4	0	0	0	0
1058	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1059	4	0	1	1	0
1060	4	0	1	1	0
1061	5	0	0	1	0
1062	5	0	1	1	0
1063	4	0	0	1	0
1064	5	0	1	1	1
1065	3	0	1	1	1
1066	5	0	1	1	0
1067	3	0	0	1	1
1068	5	0	1	1	0
1069	4	0	0	1	0
1070	4	0	0	1	0
1071	5	0	0	1	0
1072	4	0	1	1	0
1073	5	0	0	1	0
1074	5	0	1	1	0
1075	4	0	1	1	0
1076	4	0	1	1	0
1077	5	0	0	1	0
1078	5	0	1	1	0
1079	5	0	0	1	0
1080	4	0	1	1	1
1081	4	0	0	1	0
1082	5	0	1	1	0
1083	5	0	0	1	0
1084	5	0	0	1	0
1085	4	0	1	1	0
1086	5	0	0	1	0
1087	4	0	0	1	0
1088	4	0	1	1	0
1089	5	0	1	1	1
1090	4	0	0	1	0
1091	4	0	0	1	1
1092	5	0	0	1	0
1093	5	0	1	1	0
1094	3	1	1	1	0
1095	5	0	0	1	0
1096	5	0	0	1	0
1097	5	0	0	1	0
1098	3	0	1	1	0
1099	5	0	0	1	0
1100	3	0	0	1	1
1101	5	0	0	1	0
1102	4	0	0	1	0
1103	5	0	0	1	0
1104	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
1105	5	0	0	1	0
1106	5	0	0	1	0
1107	5	0	0	1	0
1108	4	0	0	1	0
1109	5	0	0	1	0
1110	5	0	1	1	0
1111	4	0	0	1	0
1112	4	0	0	1	0
1113	5	0	0	1	0
1114	5	0	0	1	0
1115	5	0	0	1	0
1116	5	0	0	1	0
1117	5	0	0	1	0
1118	3	1	1	1	1
1119	5	0	1	1	0
1120	4	0	0	1	0
1121	5	0	0	1	0
1122	5	0	1	1	0
1123	3	0	0	1	1
1124	4	0	0	1	0
1125	5	0	0	1	0
1126	5	0	0	1	0
1127	5	0	1	1	0
1128	5	0	0	0	0
1129	5	1	1	1	0
1130	5	0	1	1	0
1131	4	0	1	1	0
1132	5	0	0	1	0
1133	5	0	1	1	0
1134	5	0	1	1	0
1135	4	0	0	1	0
1136	4	0	0	1	0
1137	5	0	1	1	0
1138	5	0	0	1	0
1139	4	0	0	1	0
1140	4	0	1	1	0
1141	4	0	1	1	0
1142	5	1	1	1	1
1143	5	0	1	1	0
1144	5	0	1	1	0
1145	4	0	0	1	0
1146	5	0	1	1	0
1147	5	1	1	1	0
1148	5	0	0	1	0
1149	5	0	0	0	1
1150	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1151	5	0	0	1	0
1152	4	1	1	1	0
1153	5	0	1	1	0
1154	5	0	0	1	0
1155	5	0	0	1	1
1156	3	1	1	1	1
1157	4	0	0	1	0
1158	5	0	0	1	0
1159	5	0	0	1	0
1160	5	0	0	1	0
1161	4	0	0	1	0
1162	5	0	0	1	0
1163	5	0	0	1	0
1164	3	0	1	1	0
1165	5	0	0	1	0
1166	5	0	0	1	0
1167	5	0	0	1	0
1168	5	0	1	1	0
1169	4	0	0	1	0
1170	5	0	0	1	0
1171	5	0	1	0	0
1172	5	0	1	1	0
1173	5	0	0	1	0
1174	5	0	0	1	0
1175	5	0	0	1	0
1176	5	0	0	1	0
1177	5	0	0	1	0
1178	5	0	0	0	1
1179	5	0	0	1	1
1180	5	0	0	1	0
1181	5	0	1	1	0
1182	5	0	0	1	0
1183	4	0	0	1	0
1184	4	0	0	1	0
1185	5	0	0	1	1
1186	5	0	0	1	1
1187	5	0	0	1	0
1188	4	0	0	1	0
1189	5	0	1	1	0
1190	4	0	0	1	0
1191	5	0	0	1	0
1192	5	0	0	1	0
1193	5	0	0	1	0
1194	5	0	0	0	1
1195	5	0	1	1	0
1196	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1197	4	0	0	1	0
1198	4	0	0	1	0
1199	4	0	1	1	0
1200	5	0	1	1	0
1201	4	0	1	1	0
1202	4	1	1	1	0
1203	5	0	1	1	0
1204	5	0	0	1	0
1205	5	0	0	1	1
1206	4	0	1	1	0
1207	4	0	0	1	0
1208	5	1	1	1	1
1209	5	0	0	1	0
1210	4	0	0	1	0
1211	4	0	0	1	0
1212	3	1	1	1	0
1213	4	1	1	1	0
1214	4	0	0	1	0
1215	5	0	1	1	0
1216	4	0	0	1	0
1217	4	0	1	1	0
1218	3	1	1	1	0
1219	5	0	1	1	0
1220	5	0	1	1	0
1221	4	0	1	1	0
1222	3	0	1	1	0
1223	5	0	0	0	0
1224	5	0	0	1	0
1225	5	0	1	1	0
1226	5	0	1	1	0
1227	5	0	1	1	0
1228	4	0	0	1	0
1229	5	0	0	1	0
1230	5	0	0	1	1
1231	5	0	0	0	0
1232	5	0	1	1	0
1233	4	0	1	1	0
1234	5	0	0	1	1
1235	4	0	1	1	0
1236	5	0	0	1	0
1237	5	0	1	1	0
1238	4	0	0	1	0
1239	5	0	1	1	0
1240	5	1	1	1	1
1241	5	0	1	1	0
1242	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1243	4	0	1	1	0
1244	5	1	0	1	0
1245	2	0	0	1	0
1246	4	0	0	1	0
1247	5	0	1	1	0
1248	4	0	0	1	0
1249	4	0	1	1	0
1250	5	0	0	1	0
1251	5	0	0	1	0
1252	4	0	1	1	0
1253	3	0	1	1	0
1254	5	0	0	1	0
1255	5	0	0	1	1
1256	4	0	0	1	0
1257	5	0	0	1	0
1258	4	0	1	1	0
1259	5	0	0	1	0
1260	5	0	0	1	0
1261	4	0	0	0	0
1262	5	0	0	1	0
1263	5	0	1	1	0
1264	5	0	1	1	0
1265	5	0	0	1	0
1266	5	0	0	1	0
1267	4	1	1	1	0
1268	4	0	1	1	0
1269	5	0	1	1	0
1270	5	1	1	1	0
1271	5	0	0	1	0
1272	4	0	0	1	0
1273	5	0	1	1	0
1274	5	0	0	1	1
1275	4	0	1	1	1
1276	4	0	0	1	0
1277	4	0	1	1	0
1278	5	0	0	1	1
1279	4	0	1	1	1
1280	5	0	0	1	0
1281	5	0	0	1	0
1282	5	0	1	1	0
1283	4	0	1	1	0
1284	5	0	1	0	0
1285	5	0	0	1	0
1286	5	0	1	1	1
1287	5	0	0	1	0
1288	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1289	5	0	0	1	0
1290	4	0	0	1	0
1291	5	0	0	1	0
1292	4	0	1	1	0
1293	5	0	1	1	0
1294	4	0	1	1	1
1295	5	0	1	1	0
1296	4	0	0	1	0
1297	4	0	1	1	0
1298	5	0	1	1	0
1299	4	0	1	1	0
1300	3	0	0	1	0
1301	5	0	1	1	0
1302	5	0	0	1	0
1303	4	0	1	1	0
1304	5	0	1	1	0
1305	5	0	0	1	0
1306	4	0	1	1	1
1307	5	0	0	1	0
1308	3	0	0	0	1
1309	5	0	0	1	0
1310	5	0	0	1	0
1311	5	0	0	1	0
1312	5	0	1	1	0
1313	4	0	0	1	0
1314	4	0	0	1	0
1315	5	0	1	1	0
1316	5	0	1	1	0
1317	5	0	0	1	0
1318	5	0	1	1	0
1319	5	0	0	1	0
1320	5	0	1	1	0
1321	5	0	1	1	0
1322	5	1	0	1	0
1323	5	0	0	1	1
1324	4	0	1	1	0
1325	5	0	1	1	0
1326	4	0	0	1	1
1327	4	0	1	1	0
1328	3	0	0	1	0
1329	5	0	0	1	0
1330	5	0	0	1	0
1331	4	0	1	1	0
1332	5	0	0	1	0
1333	4	0	0	1	0
1334	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1335	5	0	0	1	0
1336	4	0	1	1	0
1337	5	0	1	1	1
1338	5	0	0	1	0
1339	5	0	0	1	0
1340	4	1	1	1	0
1341	3	0	0	1	0
1342	3	0	0	1	0
1343	5	0	0	1	0
1344	5	0	0	1	0
1345	5	0	0	1	0
1346	4	0	0	1	0
1347	5	0	0	1	0
1348	4	0	1	1	1
1349	4	0	0	1	0
1350	5	0	0	1	0
1351	4	0	0	1	0
1352	4	0	1	1	0
1353	4	0	1	1	0
1354	5	0	1	1	1
1355	5	0	0	1	0
1356	5	0	1	1	1
1357	5	0	0	1	0
1358	4	0	1	1	1
1359	4	0	0	1	0
1360	5	0	1	1	0
1361	5	0	1	1	0
1362	5	0	1	1	0
1363	5	0	0	0	1
1364	4	0	0	1	0
1365	5	0	0	1	0
1366	5	0	0	1	0
1367	5	0	1	1	0
1368	5	0	0	1	0
1369	2	0	1	1	1
1370	5	0	1	1	0
1371	4	0	0	1	0
1372	4	0	0	1	1
1373	5	0	1	1	0
1374	5	0	0	1	0
1375	5	0	0	1	0
1376	4	1	0	1	0
1377	3	0	0	1	0
1378	4	0	1	1	0
1379	5	0	0	1	0
1380	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1381	5	0	1	1	0
1382	5	0	1	1	1
1383	5	0	0	1	0
1384	5	0	0	1	0
1385	4	0	0	1	0
1386	5	0	1	0	0
1387	5	0	0	1	0
1388	4	0	1	1	1
1389	5	0	0	1	0
1390	5	0	1	1	0
1391	5	0	1	1	0
1392	4	0	0	1	0
1393	5	0	0	1	0
1394	5	0	1	1	0
1395	3	1	1	1	0
1396	4	0	0	1	0
1397	5	0	0	1	0
1398	4	1	0	1	0
1399	5	0	0	1	0
1400	5	0	1	1	0
1401	5	0	1	1	0
1402	4	0	0	1	0
1403	5	0	1	1	0
1404	5	0	1	1	0
1405	5	0	0	1	1
1406	5	1	1	1	0
1407	5	0	0	1	0
1408	5	0	0	1	0
1409	5	0	1	1	0
1410	5	0	0	1	0
1411	4	1	1	1	0
1412	4	0	0	1	0
1413	4	0	0	1	0
1414	5	0	1	1	0
1415	3	1	1	1	0
1416	5	0	0	1	0
1417	5	0	0	1	0
1418	5	0	0	1	0
1419	4	0	1	1	0
1420	2	0	1	1	1
1421	5	0	1	1	0
1422	4	0	0	0	0
1423	4	0	0	1	0
1424	4	0	0	1	1
1425	4	0	0	1	1
1426	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
1427	4	0	1	1	0
1428	5	0	0	1	0
1429	5	1	0	0	1
1430	5	0	1	1	0
1431	4	0	0	1	1
1432	3	0	0	1	0
1433	5	0	0	1	0
1434	5	0	0	1	0
1435	4	0	0	1	0
1436	4	0	1	1	0
1437	4	0	1	1	0
1438	4	0	0	1	0
1439	4	0	0	1	0
1440	5	0	0	1	0
1441	4	0	0	1	0
1442	3	1	0	1	0
1443	5	0	1	1	0
1444	5	0	0	1	0
1445	5	0	0	1	1
1446	5	0	0	1	0
1447	5	0	0	1	0
1448	5	0	1	1	0
1449	4	0	0	1	0
1450	5	0	1	1	0
1451	5	1	1	1	0
1452	5	0	1	1	0
1453	5	0	1	1	0
1454	5	0	0	1	0
1455	5	0	1	1	1
1456	5	0	1	0	0
1457	4	0	1	1	0
1458	4	0	1	1	0
1459	5	0	1	0	0
1460	5	0	1	1	0
1461	5	0	0	1	0
1462	4	0	0	1	0
1463	4	0	0	1	0
1464	4	0	1	1	0
1465	5	0	0	1	0
1466	4	0	0	1	0
1467	4	0	1	1	0
1468	4	0	1	1	0
1469	5	0	1	1	0
1470	5	0	1	1	1
1471	4	0	0	1	0
1472	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1473	5	0	0	1	0
1474	4	0	1	1	0
1475	5	1	1	1	0
1476	3	1	1	1	0
1477	5	1	1	1	0
1478	4	0	1	1	0
1479	5	0	1	1	0
1480	5	0	1	1	0
1481	3	0	0	1	0
1482	5	0	1	1	0
1483	4	0	0	1	0
1484	5	0	1	1	0
1485	5	0	1	1	0
1486	5	0	0	1	0
1487	5	0	1	1	1
1488	5	0	0	1	0
1489	4	0	1	1	0
1490	4	0	1	1	1
1491	5	0	0	1	0
1492	4	0	1	1	0
1493	5	0	0	1	0
1494	4	1	0	1	1
1495	4	0	0	1	0
1496	5	0	1	1	0
1497	5	0	0	1	0
1498	4	0	0	1	0
1499	4	0	0	1	0
1500	5	0	1	1	1
1501	5	0	1	1	0
1502	5	0	0	1	0
1503	5	0	0	1	0
1504	5	0	0	1	0
1505	4	0	0	1	0
1506	5	0	0	1	0
1507	5	0	1	1	0
1508	5	0	1	1	1
1509	5	0	0	1	0
1510	5	0	0	1	0
1511	4	0	1	1	0
1512	4	0	1	1	0
1513	5	0	0	1	0
1514	4	0	1	1	1
1515	3	0	0	1	0
1516	4	0	1	1	0
1517	4	0	0	1	0
1518	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1519	4	0	1	1	0
1520	4	0	0	1	0
1521	4	0	1	1	0
1522	5	0	1	1	0
1523	5	0	0	1	0
1524	4	1	1	1	0
1525	4	0	0	1	0
1526	5	0	0	1	0
1527	5	0	1	1	0
1528	5	0	0	1	0
1529	5	0	1	1	0
1530	4	0	0	1	0
1531	5	0	0	1	0
1532	4	0	1	1	1
1533	4	0	0	1	0
1534	5	0	0	0	0
1535	5	0	1	1	0
1536	3	0	1	1	0
1537	5	0	0	1	0
1538	5	0	0	1	0
1539	5	0	0	1	0
1540	4	0	1	1	0
1541	5	0	0	1	0
1542	4	0	0	1	0
1543	5	0	0	1	0
1544	5	0	0	1	0
1545	4	0	0	1	0
1546	5	0	0	1	0
1547	4	0	1	1	0
1548	4	1	0	1	0
1549	4	1	1	1	0
1550	4	0	0	0	0
1551	4	0	0	1	0
1552	.	.	.	.	.
1553	5	0	0	1	0
1554	5	0	0	1	0
1555	3	0	0	1	0
1556	5	0	0	1	0
1557	5	0	0	1	0
1558	4	1	1	1	0
1559	5	0	1	1	0
1560	4	0	1	1	0
1561	5	0	1	1	0
1562	5	0	0	1	0
1563	5	0	0	1	0
1564	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1565	4	0	0	1	0
1566	5	0	1	1	0
1567	5	0	0	1	0
1568	3	0	1	1	0
1569	4	0	0	1	0
1570	5	0	0	1	0
1571	5	0	1	1	0
1572	4	0	0	1	0
1573	4	0	0	1	0
1574	5	0	0	1	0
1575	4	1	0	1	0
1576	5	0	0	1	0
1577	3	0	0	1	0
1578	5	0	0	1	0
1579	4	0	0	1	0
1580	4	0	1	1	0
1581	4	0	0	1	0
1582	4	0	1	1	0
1583	4	1	1	1	0
1584	5	0	0	1	0
1585	5	0	1	1	0
1586	5	0	0	1	0
1587	4	0	1	1	0
1588	5	0	0	1	0
1589	5	0	1	1	0
1590	5	0	0	1	0
1591	5	0	0	1	0
1592	5	0	1	1	0
1593	4	0	1	1	0
1594	4	0	1	1	0
1595	4	0	1	1	0
1596	5	0	1	1	1
1597	4	0	1	1	1
1598	4	0	0	1	0
1599	5	0	1	1	0
1600	5	0	1	1	1
1601	3	0	1	1	0
1602	4	0	0	1	0
1603	5	0	1	1	0
1604	5	0	0	1	0
1605	5	0	0	0	0
1606	4	0	0	1	0
1607	4	0	1	1	0
1608	4	0	0	1	0
1609	5	0	1	1	0
1610	4	1	1	1	0

RandomID	D1	D2	D3	D4	D5
1611	4	0	0	1	0
1612	4	0	0	1	0
1613	5	0	0	1	0
1614	5	0	0	1	0
1615	3	0	0	1	0
1616	4	0	0	1	0
1617	4	0	1	1	0
1618	4	0	0	0	1
1619	5	0	1	1	0
1620	4	0	0	1	0
1621	5	0	1	1	0
1622	5	0	0	1	0
1623	4	0	0	1	0
1624	4	0	1	1	0
1625	5	0	0	1	1
1626	4	0	0	1	0
1627	5	0	0	1	0
1628	5	0	0	1	0
1629	4	0	1	1	0
1630	5	0	0	1	0
1631	5	0	0	1	0
1632	4	0	1	1	0
1633	4	1	1	1	0
1634	5	0	0	1	0
1635	5	0	0	1	0
1636	4	0	1	1	1
1637	5	0	0	1	0
1638	5	0	0	1	1
1639	5	0	1	1	0
1640	5	0	0	1	0
1641	5	0	1	1	0
1642	3	0	0	1	0
1643	4	0	1	1	0
1644	5	0	0	1	0
1645	5	0	0	1	0
1646	4	0	1	1	0
1647	5	0	1	1	0
1648	4	0	1	1	0
1649	5	0	0	1	0
1650	5	0	1	1	0
1651	5	0	0	1	0
1652	5	0	1	1	0
1653	5	0	0	0	0
1654	5	0	1	1	0
1655	3	0	1	1	0
1656	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
1657	4	0	0	1	0
1658	4	0	0	1	1
1659	5	0	0	1	0
1660	4	0	0	1	0
1661	4	0	1	1	0
1662	5	0	1	1	0
1663	4	0	0	1	0
1664	4	0	0	1	0
1665	4	1	0	1	0
1666	5	0	0	1	0
1667	5	0	1	1	0
1668	5	1	0	1	0
1669	4	0	0	1	0
1670	4	0	0	1	0
1671	5	0	0	0	0
1672	4	0	0	1	1
1673	4	1	0	1	0
1674	5	0	1	1	0
1675	5	0	0	1	0
1676	5	0	1	1	0
1677	5	0	1	1	0
1678	5	0	1	1	0
1679	4	0	0	1	0
1680	4	0	0	1	0
1681	3	0	0	1	0
1682	4	0	0	1	0
1683	4	0	0	1	0
1684	5	0	0	1	0
1685	5	0	0	1	0
1686	5	0	0	1	0
1687	4	0	1	1	1
1688	4	0	1	1	0
1689	5	0	1	1	0
1690	4	0	0	1	0
1691	3	1	0	1	0
1692	3	0	0	1	0
1693	5	0	0	1	0
1694	5	0	1	1	0
1695	5	0	1	1	0
1696	5	0	0	1	0
1697	5	0	0	1	1
1698	5	0	0	1	0
1699	5	0	1	1	1
1700	4	0	0	1	0
1701	5	0	0	1	0
1702	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1703	5	0	1	1	0
1704	5	0	1	1	0
1705	4	0	0	0	1
1706	4	0	1	1	0
1707	5	0	1	1	0
1708	4	0	0	1	0
1709	5	0	0	1	1
1710	5	0	1	1	0
1711	5	0	1	0	0
1712	5	0	0	1	0
1713	3	0	1	1	0
1714	4	0	0	1	1
1715	5	0	0	1	0
1716	5	0	0	1	0
1717	5	0	1	1	0
1718	4	0	1	1	0
1719	4	0	0	1	0
1720	3	0	1	1	1
1721	4	0	0	1	0
1722	5	0	0	1	0
1723	4	0	0	0	0
1724	5	0	1	1	1
1725	5	0	0	1	0
1726	4	0	0	1	0
1727	5	0	1	1	0
1728	4	0	0	1	1
1729	5	0	1	1	0
1730	5	0	0	1	0
1731	4	0	1	1	1
1732	4	0	0	1	0
1733	5	0	1	1	0
1734	4	0	1	1	0
1735	4	0	1	1	0
1736	5	1	1	1	0
1737	5	0	1	1	0
1738	5	0	0	1	0
1739	5	0	0	1	0
1740	5	0	1	1	0
1741	5	0	0	1	0
1742	4	0	0	1	0
1743	5	0	1	1	0
1744	4	0	1	1	1
1745	5	0	0	1	0
1746	4	0	0	1	0
1747	3	0	1	1	0
1748	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
1749	4	0	0	1	0
1750	5	0	0	1	0
1751	4	0	1	1	1
1752	5	0	0	1	0
1753	4	0	1	0	1
1754	3	1	1	1	0
1755	4	0	1	1	0
1756	4	0	1	0	0
1757	4	0	1	1	0
1758	4	0	0	1	0
1759	5	0	0	1	0
1760	3	1	1	1	1
1761	4	1	1	1	0
1762	5	0	0	1	0
1763	4	0	1	1	0
1764	5	0	0	1	0
1765	5	0	0	1	0
1766	5	0	0	1	0
1767	4	0	1	1	0
1768	4	0	0	1	0
1769	5	1	0	1	0
1770	5	0	1	1	0
1771	4	0	0	1	0
1772	5	1	0	1	0
1773	5	0	1	0	0
1774	5	0	0	1	0
1775	4	0	0	1	0
1776	3	0	1	1	0
1777	5	0	1	1	0
1778	4	0	1	1	1
1779	4	0	0	0	1
1780	4	0	1	1	0
1781	4	0	1	1	0
1782	5	0	0	1	0
1783	3	0	1	1	0
1784	5	0	0	1	0
1785	5	0	0	1	0
1786	5	0	0	0	0
1787	4	1	1	1	0
1788	5	0	1	1	0
1789	4	0	1	1	0
1790	5	0	0	1	0
1791	4	0	1	1	0
1792	4	0	0	1	0
1793	5	0	0	1	0
1794	4	0	0	1	1

RandomID	D1	D2	D3	D4	D5
1795	5	0	0	1	0
1796	5	0	0	1	0
1797	4	0	1	1	0
1798	4	0	0	1	0
1799	4	0	1	1	0
1800	5	0	0	1	0
1801	5	0	1	1	1
1802	4	0	0	1	0
1803	5	0	1	1	1
1804	5	0	0	1	0
1805	5	0	0	1	0
1806	4	0	1	1	0
1807	5	0	1	1	0
1808	5	0	0	1	0
1809	5	0	0	1	0
1810	3	0	0	1	0
1811	4	0	1	1	1
1812	5	0	1	1	0
1813	4	0	0	1	0
1814	5	0	1	1	0
1815	5	0	0	1	0
1816	3	0	1	1	1
1817	5	0	1	1	0
1818	5	0	0	1	0
1819	4	0	0	1	0
1820	5	0	0	1	0
1821	4	0	1	1	0
1822	4	1	0	1	0
1823	4	0	0	1	0
1824	5	0	0	1	0
1825	4	1	1	1	0
1826	5	0	1	1	0
1827	4	1	0	1	0
1828	4	1	0	1	0
1829	4	0	1	1	0
1830	4	0	1	1	0
1831	5	0	0	1	0
1832	5	0	0	1	0
1833	5	0	0	1	0
1834	4	0	1	1	0
1835	3	0	1	1	0
1836	5	0	1	0	1
1837	5	0	0	1	0
1838	5	1	0	1	0
1839	4	0	1	1	0
1840	4	0	0	0	0

RandomID	D1	D2	D3	D4	D5
1841	4	0	0	1	0
1842	4	0	1	1	0
1843	5	0	1	1	0
1844	4	0	0	1	0
1845	5	0	0	1	0
1846	5	0	0	1	0
1847	5	0	1	1	0
1848	5	0	0	1	0
1849	5	0	0	1	0
1850	5	0	0	1	0
1851	5	0	0	1	0
1852	5	0	0	1	1
1853	5	0	0	1	0
1854	5	0	1	1	0
1855	5	0	0	1	1
1856	4	0	1	1	1
1857	5	0	0	1	0
1858	5	0	1	1	0
1859	3	1	1	1	0
1860	5	0	1	1	0
1861	5	0	1	1	0
1862	3	0	0	1	0
1863	5	0	0	1	0
1864	5	0	0	1	0
1865	4	0	0	1	0
1866	4	0	0	1	0
1867	5	0	1	1	0
1868	3	1	1	1	1
1869	5	0	1	1	0
1870	4	0	1	1	0
1871	5	0	1	1	0
1872	3	0	0	1	0
1873	4	0	1	1	0
1874	5	0	0	1	0
1875	4	0	1	1	0
1876	5	0	1	1	0
1877	5	0	1	1	0
1878	5	0	0	1	0
1879	5	0	0	1	0
1880	5	0	1	1	0
1881	5	1	0	1	1
1882	5	0	.	1	0
1883	5	0	0	1	0
1884	5	0	0	1	0
1885	4	0	0	1	0
1886	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
1887	5	0	0	1	0
1888	5	0	0	1	0
1889	4	0	1	1	0
1890	3	1	1	1	0
1891	4	0	1	1	0
1892	4	0	1	1	0
1893	4	1	0	1	0
1894	5	1	1	1	0
1895	5	0	0	1	0
1896	5	0	0	1	0
1897	5	0	0	1	0
1898	5	0	0	1	0
1899	4	0	0	1	0
1900	5	0	0	0	0
1901	5	0	0	1	0
1902	4	0	0	1	0
1903	4	0	0	1	0
1904	4	0	1	1	0
1905	5	0	1	1	0
1906	5	0	0	1	0
1907	5	0	0	1	0
1908	4	0	0	1	1
1909	4	0	1	1	0
1910	4	0	0	1	0
1911	5	0	0	1	0
1912	5	0	1	1	0
1913	2	0	0	1	0
1914	4	0	0	1	0
1915	5	0	0	1	0
1916	4	0	1	1	1
1917	4	0	0	1	0
1918	3	0	1	1	0
1919	5	0	1	1	0
1920	5	0	1	1	0
1921	4	0	0	1	0
1922	4	0	0	1	0
1923	3	0	1	1	0
1924	5	1	0	1	1
1925	5	0	0	1	0
1926	4	0	1	1	1
1927	5	0	0	1	0
1928	4	0	0	1	0
1929	5	0	0	1	0
1930	3	0	0	1	1
1931	5	0	0	1	0
1932	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
1933	4	0	0	1	0
1934	5	0	1	1	0
1935	4	0	1	1	0
1936	4	0	1	1	0
1937	4	0	1	1	0
1938	5	0	0	1	0
1939	5	0	1	1	0
1940	5	0	1	1	1
1941	4	1	0	1	0
1942	4	0	0	1	0
1943	5	0	0	1	0
1944	5	0	0	1	0
1945	4	0	0	1	0
1946	4	0	0	1	0
1947	5	1	0	1	0
1948	4	0	1	1	0
1949	4	0	1	1	0
1950	5	0	0	1	0
1951	5	0	1	1	0
1952	2	0	1	1	0
1953	4	1	1	1	0
1954	5	0	1	1	0
1955	5	0	0	1	0
1956	4	0	0	1	0
1957	4	0	1	1	0
1958	5	0	1	1	0
1959	4	0	1	1	1
1960	5	0	0	1	0
1961	4	1	1	1	0
1962	5	0	0	1	0
1963	5	0	0	1	0
1964	4	0	1	1	1
1965	4	0	0	0	1
1966	4	1	1	1	0
1967	5	0	1	1	0
1968	5	0	0	1	0
1969	4	0	1	1	1
1970	4	0	1	1	0
1971	5	0	1	1	0
1972	5	0	0	1	0
1973	5	0	1	1	0
1974	4	0	1	1	0
1975	5	0	1	0	0
1976	5	0	0	1	0
1977	4	0	0	1	0
1978	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
1979	3	0	0	1	0
1980	5	0	1	1	0
1981	4	0	0	1	0
1982	5	0	0	1	1
1983	5	0	0	1	0
1984	5	0	1	1	0
1985	4	1	0	1	0
1986	5	0	0	1	0
1987	5	0	0	1	0
1988	4	0	1	1	0
1989	5	0	0	1	0
1990	4	0	1	1	0
1991	4	0	0	1	0
1992	5	1	0	1	1
1993	5	0	0	1	0
1994	5	0	1	1	0
1995	4	0	1	1	0
1996	4	0	0	1	1
1997	5	1	1	1	0
1998	5	0	0	1	0
1999	4	0	1	1	0
2000	5	0	1	1	0
2001	4	0	1	1	0
2002	5	1	1	1	0
2003	4	0	1	1	0
2004	4	0	0	1	0
2005	5	0	1	1	1
2006	5	1	0	1	0
2007	5	0	1	1	0
2008	5	0	0	1	0
2009	5	0	1	1	0
2010	5	0	1	1	0
2011	4	0	1	1	1
2012	5	0	0	1	0
2013	5	0	0	1	0
2014	.	.	.	.	.
2015	4	0	0	1	0
2016	5	0	1	1	0
2017	3	0	1	1	0
2018	5	0	1	1	0
2019	4	1	1	1	0
2020	5	0	1	1	1
2021	5	0	0	1	0
2022	5	0	1	1	0
2023	5	0	0	1	0
2024	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
2025	4	0	0	1	0
2026	5	0	0	1	1
2027	5	0	1	1	0
2028	4	0	0	1	0
2029	4	1	1	1	0
2030	4	0	0	1	0
2031	5	0	0	1	0
2032	3	0	1	1	0
2033	3	0	0	1	0
2034	4	1	0	1	0
2035	4	0	1	1	0
2036	4	0	1	1	0
2037	5	0	1	1	0
2038	4	0	0	1	0
2039	5	0	1	1	0
2040	5	0	0	1	0
2041	5	0	0	1	0
2042	5	0	0	1	0
2043	4	0	1	1	0
2044	4	0	1	1	0
2045	5	0	0	1	0
2046	4	0	0	1	0
2047	4	0	0	1	0
2048	4	0	0	1	0
2049	4	0	1	1	0
2050	4	0	1	1	1
2051	4	0	1	1	0
2052	4	0	1	1	0
2053	4	0	1	1	0
2054	5	0	0	1	0
2055	4	0	0	1	0
2056	4	0	1	1	0
2057	5	0	1	1	1
2058	5	0	0	1	0
2059	3	0	1	1	0
2060	5	0	1	1	1
2061	5	0	1	1	1
2062	5	0	0	1	0
2063	5	0	1	1	1
2064	2	0	0	1	0
2065	5	0	1	1	0
2066	4	1	1	1	0
2067	5	0	0	1	0
2068	3	0	1	1	0
2069	4	0	1	1	1
2070	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
2071	5	0	0	1	0
2072	5	0	0	1	0
2073	5	0	0	1	0
2074	3	1	1	0	1
2075	5	0	1	1	0
2076	4	0	0	1	0
2077	5	0	1	1	0
2078	4	0	1	1	0
2079	4	0	0	1	0
2080	4	0	1	1	0
2081	5	0	1	1	0
2082	5	0	0	1	0
2083	4	0	1	1	0
2084	4	0	0	1	1
2085	5	0	1	1	0
2086	5	0	0	1	1
2087	5	0	1	1	0
2088	5	0	0	1	0
2089	5	0	1	1	0
2090	4	0	0	1	0
2091	5	0	0	1	0
2092	5	0	0	1	0
2093	5	0	0	0	0
2094	5	0	0	0	0
2095	4	0	1	1	0
2096	5	0	0	1	0
2097	5	0	0	1	0
2098	5	0	0	1	0
2099	5	0	0	1	0
2100	4	0	1	1	0
2101	3	0	0	1	0
2102	5	0	1	1	0
2103	5	0	0	1	0
2104	4	1	1	0	0
2105	4	0	1	1	0
2106	5	0	1	1	0
2107	4	0	0	1	0
2108	5	0	1	1	0
2109	4	0	1	1	0
2110	4	0	1	1	0
2111	5	0	1	1	0
2112	4	0	1	1	0
2113	3	0	1	1	0
2114	5	0	0	1	0
2115	3	0	1	1	0
2116	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
2117	4	0	1	1	0
2118	5	0	0	1	0
2119	5	0	1	1	0
2120	3	0	0	1	0
2121	5	0	0	1	0
2122	5	0	1	1	0
2123	4	0	0	1	0
2124	5	0	1	1	0
2125	5	0	1	1	0
2126	4	0	1	1	0
2127	5	0	0	1	0
2128	5	0	1	1	0
2129	4	0	0	1	0
2130	4	0	0	1	0
2131	5	0	1	1	0
2132	5	0	0	0	1
2133	4	0	0	1	0
2134	5	0	1	1	0
2135	5	0	0	1	0
2136	4	0	1	1	0
2137	5	0	0	1	0
2138	4	0	0	1	1
2139	4	0	1	1	0
2140	5	0	1	1	0
2141	4	0	1	1	0
2142	4	0	1	1	0
2143	4	0	0	1	0
2144	4	0	1	1	0
2145	4	1	1	1	0
2146	4	0	1	1	0
2147	5	0	1	1	0
2148	3	0	1	1	0
2149	5	0	0	1	0
2150	5	0	0	1	0
2151	4	0	0	1	1
2152	4	0	0	1	0
2153	5	0	0	1	0
2154	5	0	0	1	0
2155	4	1	1	1	0
2156	4	0	1	1	0
2157	5	1	0	1	1
2158	3	0	0	1	0
2159	5	0	1	1	0
2160	4	0	1	1	0
2161	4	0	1	1	0
2162	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
2163	5	1	1	1	0
2164	5	0	0	1	1
2165	3	0	0	1	0
2166	4	0	1	1	0
2167	5	0	1	1	0
2168	4	0	1	1	0
2169	4	0	0	0	0
2170	4	0	0	1	0
2171	5	0	1	1	1
2172	4	0	1	1	0
2173	5	0	0	1	0
2174	5	0	0	1	0
2175	5	0	1	1	0
2176	4	0	0	1	0
2177	4	0	1	1	0
2178	5	0	0	1	0
2179	5	0	0	1	1
2180	4	0	0	1	1
2181	5	0	0	1	0
2182	5	0	0	1	1
2183	5	0	0	0	0
2184	4	0	0	1	0
2185	4	0	0	1	0
2186	5	1	0	1	0
2187	5	0	1	1	0
2188	5	0	0	1	0
2189	4	0	1	1	1
2190	5	0	1	1	0
2191	4	0	1	1	0
2192	5	0	1	1	0
2193	3	0	1	1	1
2194	5	0	0	1	0
2195	4	0	1	1	1
2196	4	1	0	1	0
2197	5	0	1	1	0
2198	4	0	1	1	0
2199	5	0	0	1	0
2200	5	0	0	1	1
2201	4	0	0	1	0
2202	4	0	0	1	1
2203	4	0	0	1	0
2204	5	0	1	1	0
2205	5	0	1	1	0
2206	5	0	0	1	0
2207	4	0	1	1	0
2208	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
2209	4	0	0	1	0
2210	5	0	1	1	0
2211	4	0	0	1	0
2212	4	0	0	0	0
2213	5	0	1	1	1
2214	5	0	1	1	0
2215	4	0	0	1	0
2216	5	0	0	1	0
2217	4	0	1	1	1
2218	4	0	1	1	0
2219	5	0	1	1	0
2220	5	0	1	1	0
2221	5	0	1	1	0
2222	4	0	1	1	0
2223	4	0	1	1	0
2224	5	0	1	1	0
2225	5	0	1	1	0
2226	4	0	0	1	0
2227	4	0	0	1	0
2228	5	0	0	1	0
2229	5	0	0	1	0
2230	5	0	0	1	0
2231	5	0	1	1	0
2232	5	0	1	1	0
2233	5	0	1	1	0
2234	4	0	0	1	0
2235	4	1	0	1	1
2236	5	0	1	1	0
2237	4	1	1	1	0
2238	4	0	0	1	0
2239	4	0	1	1	0
2240	5	0	0	1	0
2241	4	0	0	1	0
2242	4	0	0	1	0
2243	4	0	0	1	0
2244	5	0	0	1	0
2245	5	0	0	1	0
2246	5	0	0	1	0
2247	5	0	0	1	0
2248	5	0	1	1	0
2249	5	0	1	1	0
2250	5	1	1	1	1
2251	5	0	0	1	0
2252	5	0	1	1	0
2253	4	0	1	1	0
2254	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
2255	4	0	1	1	0
2256	5	0	1	1	1
2257	5	0	1	0	1
2258	3	0	1	1	0
2259	5	0	0	1	0
2260	5	1	1	1	0
2261	4	0	1	1	0
2262	5	0	0	1	0
2263	4	0	1	1	0
2264	4	0	1	1	0
2265	4	0	1	1	0
2266	4	0	0	1	0
2267	5	0	0	1	0
2268	4	0	0	1	0
2269	4	1	1	1	0
2270	5	0	0	1	0
2271	4	0	1	1	1
2272	4	1	1	1	0
2273	4	0	0	1	0
2274	3	0	0	1	0
2275	4	1	1	1	0
2276	5	1	1	1	0
2277	5	0	1	1	1
2278	3	0	0	1	0
2279	5	0	0	1	0
2280	5	0	0	1	0
2281	4	0	1	1	0
2282	5	0	1	1	0
2283	5	0	0	1	1
2284	5	0	0	1	0
2285	4	0	0	1	0
2286	5	0	0	1	0
2287	5	0	0	1	0
2288	5	0	0	1	1
2289	5	0	0	1	0
2290	4	0	0	1	0
2291	4	0	1	1	0
2292	5	0	1	1	0
2293	4	0	0	1	1
2294	5	1	0	1	0
2295	4	0	0	1	1
2296	4	0	0	1	0
2297	5	0	0	1	0
2298	5	0	1	1	0
2299	3	0	0	1	0
2300	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
2301	5	0	0	1	1
2302	4	0	1	1	0
2303	4	1	1	1	0
2304	4	0	0	1	1
2305	4	1	1	1	0
2306	5	0	0	1	0
2307	4	0	0	1	0
2308	4	1	1	1	0
2309	4	0	1	1	0
2310	5	0	0	1	0
2311	4	0	0	1	0
2312	5	0	0	1	0
2313	5	0	1	1	0
2314	5	0	0	1	0
2315	3	0	1	1	0
2316	3	0	0	1	1
2317	3	0	1	1	1
2318	5	0	1	1	0
2319	4	0	0	1	0
2320	4	0	1	1	0
2321	4	0	1	1	0
2322	5	0	0	1	0
2323	5	0	1	1	0
2324	3	1	1	1	0
2325	4	0	1	1	1
2326	5	1	1	1	0
2327	5	0	0	1	0
2328	4	0	0	1	0
2329	4	0	1	1	0
2330	4	1	1	1	0
2331	5	0	0	1	0
2332	5	0	0	1	0
2333	3	0	1	1	0
2334	2	1	0	1	0
2335	4	0	1	1	0
2336	5	0	0	0	0
2337	4	0	1	1	1
2338	4	0	0	1	0
2339	5	0	1	1	0
2340	3	1	0	1	0
2341	4	0	0	1	0
2342	4	0	0	1	0
2343	5	0	0	1	0
2344	4	0	0	1	1
2345	3	0	0	1	0
2346	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
2347	5	0	0	1	0
2348	5	0	0	1	0
2349	5	1	1	1	0
2350	4	0	0	1	0
2351	5	0	1	1	0
2352	4	0	0	1	0
2353	5	1	0	1	0
2354	5	0	0	1	1
2355	4	0	1	1	0
2356	5	0	0	1	0
2357	5	0	0	1	1
2358	3	1	1	1	0
2359	5	0	0	1	0
2360	5	0	1	1	0
2361	4	0	1	1	0
2362	5	0	1	1	0
2363	4	1	1	1	0
2364	4	1	1	1	0
2365	5	0	1	1	0
2366	5	0	1	1	0
2367	4	0	1	1	0
2368	4	0	0	1	0
2369	5	0	0	1	0
2370	4	0	0	1	0
2371	4	0	0	1	0
2372	5	0	0	1	0
2373	4	0	0	1	0
2374	5	1	0	1	0
2375	3	0	1	1	0
2376	5	0	0	1	0
2377	5	0	1	1	0
2378	5	0	0	1	0
2379	5	0	1	1	0
2380	4	0	1	1	0
2381	5	0	1	1	0
2382	5	0	0	1	0
2383	5	0	0	1	0
2384	5	0	0	1	1
2385	4	1	1	1	0
2386	4	0	0	1	0
2387	4	0	1	1	0
2388	5	0	0	1	0
2389	5	0	0	1	0
2390	4	0	0	1	1
2391	4	0	1	1	0
2392	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
2393	5	0	0	1	0
2394	3	1	0	1	0
2395	4	0	1	1	0
2396	4	0	1	1	0
2397	5	0	0	1	0
2398	5	0	1	0	0
2399	4	0	1	1	0
2400	4	0	0	1	0
2401	5	0	1	1	0
2402	4	0	1	1	0
2403	4	0	1	1	0
2404	5	0	0	1	0
2405	4	0	0	1	0
2406	5	0	1	1	0
2407	5	0	0	1	0
2408	3	1	1	1	1
2409	5	0	0	1	0
2410	5	0	1	1	0
2411	5	0	1	1	1
2412	4	0	0	1	0
2413	5	0	1	1	0
2414	5	0	1	1	0
2415	4	0	1	1	0
2416	5	0	1	1	1
2417	2	0	0	1	0
2418	4	0	1	1	0
2419	5	0	0	1	0
2420	4	0	1	1	0
2421	5	0	0	1	0
2422	5	0	0	1	1
2423	4	0	0	1	0
2424	5	0	0	1	1
2425	4	0	1	1	1
2426	5	0	1	1	0
2427	5	0	0	1	0
2428	5	0	0	1	0
2429	5	0	0	1	0
2430	4	0	0	1	0
2431	4	0	0	1	0
2432	5	0	0	1	1
2433	5	0	0	1	0
2434	4	1	1	1	1
2435	5	0	0	1	1
2436	5	0	0	1	1
2437	5	1	1	1	0
2438	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
2439	5	0	0	1	1
2440	5	0	0	1	1
2441	4	0	1	1	0
2442	4	0	1	1	0
2443	5	1	0	1	0
2444	5	0	1	1	0
2445	5	0	0	1	0
2446	5	0	1	1	1
2447	5	0	1	1	1
2448	4	0	0	1	0
2449	4	0	0	1	0
2450	4	0	1	1	1
2451	3	0	0	1	0
2452	5	0	0	1	0
2453	5	0	1	1	0
2454	5	0	0	1	0
2455	5	0	0	1	0
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2457	5	0	1	1	0
2458	5	0	0	1	0
2459	5	0	1	1	0
2460	4	0	1	1	0
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2462	5	0	0	1	0
2463	4	0	0	1	0
2464	5	0	0	1	0
2465	4	0	1	1	1
2466	5	0	0	1	1
2467	4	0	0	1	0
2468	3	0	0	1	0
2469	5	0	0	1	0
2470	4	0	0	1	0
2471	4	0	1	1	0
2472	4	0	0	1	0
2473	3	0	1	1	0
2474	4	0	0	1	0
2475	5	0	1	1	0
2476	4	0	0	1	0
2477	5	0	1	0	1
2478	5	0	0	1	0
2479	4	0	1	1	1
2480	5	0	0	1	0
2481	5	0	0	1	0
2482	5	0	0	1	0
2483	4	1	1	0	1
2484	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
2485	5	0	1	1	1
2486	5	1	0	1	0
2487	4	0	0	1	0
2488	4	0	0	1	0
2489	5	0	1	1	1
2490	5	0	1	1	0
2491	4	0	1	1	0
2492	5	1	1	1	0
2493	3	0	1	1	1
2494	3	0	1	1	1
2495	4	0	0	1	0
2496	5	0	1	1	0
2497	4	0	0	1	0
2498	4	0	1	1	0
2499	3	0	1	1	0
2500	5	0	1	1	0
2501	5	0	1	1	0
2502	4	0	1	1	1
2503	5	0	0	1	1
2504	4	0	0	1	0
2505	5	0	1	1	0
2506	5	0	0	1	1
2507	4	0	1	1	0
2508	5	0	0	1	0
2509	4	0	0	1	0
2510	4	1	0	1	0
2511	4	0	0	1	0
2512	5	0	0	0	0
2513	3	1	1	1	0
2514	5	0	1	1	1
2515	4	1	1	1	0
2516	5	0	0	1	1
2517	5	0	1	1	0
2518	5	0	1	1	0
2519	5	0	0	1	0
2520	5	0	0	1	1
2521	4	0	0	1	0
2522	5	0	0	1	0
2523	5	0	0	1	0
2524	5	0	0	1	0
2525	4	0	1	1	0
2526	5	0	0	1	1
2527	5	0	1	1	0
2528	4	0	0	1	0
2529	5	1	1	1	0
2530	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
2531	4	0	0	1	0
2532	4	0	1	1	0
2533	5	1	1	1	1
2534	5	0	0	1	0
2535	5	0	0	1	0
2536	4	0	0	1	0
2537	5	0	0	1	0
2538	5	0	0	1	0
2539	4	0	0	1	0
2540	4	1	1	1	0
2541	5	0	1	1	0
2542	5	0	0	1	0
2543	5	0	0	1	0
2544	4	0	1	1	0
2545	5	0	0	1	0
2546	5	0	0	1	0
2547	4	0	0	0	0
2548	5	1	1	1	0
2549	4	0	1	1	0
2550	3	0	0	0	1
2551	4	1	1	1	0
2552	4	0	1	1	0
2553	5	0	0	1	0
2554	4	0	1	1	0
2555	4	0	0	1	0
2556	5	0	0	1	0
2557	4	0	1	1	0
2558	5	0	1	1	1
2559	4	0	1	1	0
2560	4	0	0	1	0
2561	5	0	0	1	0
2562	5	0	0	1	0
2563	5	1	1	1	0
2564	5	0	1	1	0
2565	5	0	0	1	0
2566	4	0	0	1	1
2567	3	0	1	1	0
2568	4	0	1	1	0
2569	4	0	1	1	1
2570	5	0	0	0	0
2571	5	0	0	1	0
2572	4	0	0	1	0
2573	3	0	1	1	0
2574	4	0	1	1	0
2575	5	0	0	1	0
2576	3	0	1	1	0

RandomID	D1	D2	D3	D4	D5
2577	5	0	0	1	0
2578	4	0	0	1	0
2579	5	0	1	1	0
2580	5	1	0	1	0
2581	2	0	1	1	1
2582	4	0	0	1	0
2583	5	0	0	1	0
2584	4	0	1	1	0
2585	5	1	1	1	0
2586	5	0	0	1	0
2587	5	0	1	1	0
2588	5	0	0	1	0
2589	5	0	1	1	0
2590	5	0	1	1	0
2591	4	0	0	0	0
2592	4	0	0	1	0
2593	4	0	0	1	0
2594	5	0	1	1	0
2595	5	0	1	1	0
2596	5	0	0	1	0
2597	5	0	1	1	0
2598	4	0	0	1	0
2599	4	0	0	1	0
2600	5	0	0	1	0
2601	4	0	0	1	0
2602	5	0	1	1	0
2603	4	0	0	1	0
2604	5	0	0	0	0
2605	5	0	0	1	0
2606	4	0	1	1	0
2607	5	0	1	1	0
2608	5	0	1	1	0
2609	5	0	1	1	0
2610	5	0	0	1	0
2611	4	0	1	1	0
2612	5	0	1	1	0
2613	4	0	0	1	0
2614	5	0	1	1	0
2615	5	0	1	1	0
2616	4	0	1	1	0
2617	4	0	0	1	0
2618	4	1	1	1	0
2619	5	0	0	1	0
2620	5	0	1	1	0
2621	4	0	1	1	1
2622	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
2623	3	0	1	1	0
2624	4	0	1	1	0
2625	5	0	1	1	0
2626	4	0	0	1	0
2627	5	0	0	0	0
2628	5	0	0	1	0
2629	5	0	0	1	0
2630	5	0	1	1	0
2631	5	0	0	1	0
2632	3	0	0	1	0
2633	5	0	1	1	0
2634	4	0	0	1	0
2635	5	0	0	1	0
2636	5	0	0	1	0
2637	5	0	0	1	0
2638	5	0	1	1	0
2639	5	0	0	1	0
2640	5	1	1	1	1
2641	5	0	0	1	0
2642	5	0	0	1	0
2643	5	0	0	1	0
2644	4	0	0	1	0
2645	5	0	0	1	0
2646	5	0	1	1	0
2647	5	0	0	1	0
2648	4	0	0	1	0
2649	3	1	1	1	1
2650	4	0	0	1	0
2651	5	1	1	1	0
2652	4	0	1	1	0
2653	4	0	0	1	0
2654	.	.	.	.	.
2655	5	1	0	1	0
2656	4	1	1	1	0
2657	4	0	0	1	0
2658	5	0	1	1	0
2659	5	0	0	1	0
2660	4	0	0	1	0
2661	4	0	1	1	0
2662	5	0	0	1	0
2663	4	0	0	1	0
2664	3	0	1	1	0
2665	5	0	1	1	0
2666	4	0	0	1	1
2667	5	0	1	1	0
2668	3	0	1	1	0

RandomID	D1	D2	D3	D4	D5
2669	5	0	1	1	1
2670	4	0	1	1	0
2671	5	0	0	1	0
2672	5	0	1	1	1
2673	3	0	1	1	0
2674	4	0	0	1	0
2675	3	0	0	1	0
2676	5	0	1	1	0
2677	4	0	0	1	0
2678	4	0	0	1	0
2679	5	0	0	1	1
2680	5	0	0	1	0
2681	5	0	1	1	0
2682	4	0	0	1	0
2683	5	0	0	1	0
2684	4	0	1	1	1
2685	5	0	0	1	0
2686	4	0	0	1	0
2687	4	0	1	1	0
2688	5	0	0	1	0
2689	5	0	1	1	0
2690	4	0	1	1	1
2691	4	1	1	1	0
2692	5	0	1	1	0
2693	5	0	0	1	0
2694	5	0	0	1	0
2695	5	0	1	1	1
2696	4	0	0	1	0
2697	5	0	0	1	0
2698	4	0	1	1	0
2699	5	0	0	1	0
2700	4	0	0	1	0
2701	5	0	0	1	0
2702	4	0	0	1	0
2703	4	0	0	1	0
2704	4	0	1	1	0
2705	4	0	1	1	1
2706	5	0	0	1	0
2707	5	0	1	1	0
2708	4	0	0	0	0
2709	3	0	0	1	0
2710	5	0	0	1	0
2711	4	0	1	1	0
2712	4	0	1	1	0
2713	5	0	1	1	0
2714	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
2715	4	0	0	1	0
2716	4	0	0	1	0
2717	5	0	0	1	0
2718	5	0	1	1	0
2719	5	0	1	1	0
2720	5	0	1	0	0
2721	5	0	0	1	0
2722	5	0	0	1	0
2723	5	0	0	1	0
2724	3	0	1	1	0
2725	5	0	1	1	0
2726	4	0	1	1	1
2727	5	0	1	1	0
2728	5	0	0	1	0
2729	5	0	1	1	0
2730	3	0	0	1	0
2731	5	0	1	1	0
2732	4	0	0	1	0
2733	4	1	1	1	0
2734	5	0	0	1	0
2735	5	0	0	1	0
2736	4	1	1	1	1
2737	4	0	1	1	0
2738	4	0	0	1	0
2739	5	0	0	1	0
2740	3	0	0	1	1
2741	3	1	1	1	0
2742	4	0	1	1	0
2743	5	0	0	1	0
2744	5	0	1	1	0
2745	4	1	0	1	0
2746	5	0	0	1	0
2747	5	0	1	1	0
2748	5	0	1	1	0
2749	4	0	1	1	0
2750	4	1	0	1	0
2751	5	0	1	1	0
2752	4	0	0	1	0
2753	5	0	1	1	0
2754	4	1	1	1	0
2755	5	0	1	1	0
2756	4	0	1	0	0
2757	4	0	0	1	0
2758	3	0	1	1	1
2759	4	0	1	1	1
2760	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
2761	5	0	1	1	0
2762	5	0	1	1	0
2763	5	0	1	1	0
2764	5	0	1	1	0
2765	4	0	0	1	0
2766	4	0	1	1	0
2767	5	0	0	1	0
2768	4	.	1	1	0
2769	5	0	0	1	0
2770	5	0	0	1	0
2771	4	0	1	1	0
2772	4	0	0	1	0
2773	5	0	1	1	0
2774	3	0	0	1	0
2775	5	0	1	1	0
2776	5	0	0	1	0
2777	4	0	0	1	0
2778	5	0	0	1	0
2779	4	0	1	1	0
2780	5	0	0	1	0
2781	5	0	0	1	0
2782	4	0	0	1	0
2783	5	1	1	1	0
2784	4	0	0	1	1
2785	4	0	1	1	0
2786	5	0	1	1	0
2787	5	0	0	1	0
2788	5	0	0	1	0
2789	5	0	0	1	1
2790	5	0	1	1	0
2791	5	0	1	1	0
2792	4	1	0	1	0
2793	5	1	1	0	0
2794	3	0	1	1	0
2795	4	0	0	1	1
2796	4	1	1	1	0
2797	5	0	0	1	0
2798	5	0	0	1	0
2799	4	0	0	1	0
2800	5	1	1	1	0
2801	5	0	1	1	0
2802	4	0	0	1	0
2803	4	0	0	1	0
2804	4	0	0	1	0
2805	3	0	0	1	0
2806	3	1	1	1	0

RandomID	D1	D2	D3	D4	D5
2807	5	0	1	1	0
2808	5	1	0	1	1
2809	4	0	0	1	0
2810	5	0	1	1	0
2811	4	0	1	1	0
2812	5	0	1	1	0
2813	5	0	0	1	0
2814	5	0	1	1	0
2815	4	0	0	1	0
2816	5	0	1	1	0
2817	5	0	0	1	0
2818	5	0	0	1	0
2819	5	0	0	1	0
2820	5	0	1	1	0
2821	4	0	1	1	0
2822	5	0	0	0	0
2823	5	0	0	1	0
2824	4	0	0	1	0
2825	5	0	0	1	0
2826	4	0	1	1	0
2827	5	0	1	1	0
2828	5	0	1	1	1
2829	5	0	1	1	0
2830	5	0	1	1	0
2831	4	0	0	1	0
2832	4	0	1	1	0
2833	5	0	0	1	0
2834	5	0	0	1	0
2835	5	1	1	1	1
2836	4	0	0	0	0
2837	4	0	1	1	0
2838	4	0	0	1	0
2839	5	0	0	1	0
2840	5	0	1	1	0
2841	4	0	0	1	0
2842	5	0	1	0	0
2843	5	0	0	0	0
2844	5	1	1	1	1
2845	3	0	1	1	0
2846	5	0	0	1	0
2847	5	1	1	1	0
2848	4	1	0	1	0
2849	4	0	0	1	0
2850	4	0	1	1	0
2851	5	0	1	1	1
2852	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
2853	4	1	1	1	0
2854	5	0	0	1	0
2855	4	0	1	1	0
2856	4	0	1	1	0
2857	4	0	0	1	0
2858	3	0	0	1	0
2859	4	1	1	1	0
2860	5	0	1	1	1
2861	5	0	1	1	0
2862	4	0	0	1	0
2863	5	0	1	1	1
2864	5	0	0	1	0
2865	4	0	1	1	0
2866	4	0	0	0	0
2867	4	0	0	1	0
2868	5	0	0	1	0
2869	5	0	1	1	0
2870	5	0	0	1	0
2871	4	0	1	1	0
2872	5	0	0	1	0
2873	5	0	0	1	0
2874	5	0	1	1	0
2875	5	0	0	1	0
2876	5	0	0	1	0
2877	4	0	0	1	0
2878	4	0	0	1	0
2879	5	0	0	1	0
2880	5	0	0	1	0
2881	4	0	0	1	1
2882	4	0	1	1	0
2883	5	0	0	0	0
2884	5	0	0	1	0
2885	4	0	1	1	0
2886	4	1	1	1	0
2887	5	0	1	1	0
2888	4	0	0	1	0
2889	5	0	1	1	0
2890	5	0	1	1	0
2891	4	0	1	1	1
2892	5	0	0	1	0
2893	5	0	1	1	0
2894	5	0	1	1	0
2895	4	0	1	1	0
2896	5	0	1	1	0
2897	5	0	0	1	0
2898	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
2899	5	0	0	0	1
2900	4	0	0	1	0
2901	4	0	1	1	0
2902	5	1	1	1	0
2903	5	0	1	1	0
2904	5	0	0	1	0
2905	5	0	0	1	0
2906	5	0	0	1	0
2907	5	0	0	1	0
2908	5	0	0	1	0
2909	4	0	0	1	0
2910	3	0	1	1	1
2911	5	0	0	1	0
2912	5	0	0	1	0
2913	3	0	0	1	0
2914	5	0	0	1	1
2915	5	0	1	1	0
2916	5	0	0	1	0
2917	4	0	0	1	0
2918	4	0	0	1	0
2919	5	0	0	1	0
2920	4	0	1	1	0
2921	4	0	1	1	0
2922	5	0	0	1	1
2923	5	0	0	1	0
2924	5	0	0	1	0
2925	4	0	0	1	0
2926	4	0	1	1	0
2927	5	1	0	1	0
2928	4	1	1	1	0
2929	4	1	1	1	0
2930	4	0	1	1	0
2931	5	0	1	1	0
2932	4	0	0	1	0
2933	4	1	1	1	0
2934	4	0	0	1	0
2935	5	0	0	1	0
2936	5	0	1	1	0
2937	5	0	1	1	0
2938	4	0	0	1	0
2939	4	0	0	1	0
2940	4	0	1	1	0
2941	4	0	0	1	0
2942	4	0	0	1	1
2943	5	0	1	1	0
2944	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
2945	5	0	0	0	0
2946	5	0	0	1	0
2947	4	1	1	1	0
2948	4	0	1	1	0
2949	5	0	0	1	0
2950	5	0	0	1	0
2951	5	0	1	1	0
2952	5	0	0	1	0
2953	3	0	0	1	0
2954	4	1	1	1	0
2955	3	0	1	1	0
2956	5	0	1	1	1
2957	4	0	1	1	0
2958	5	0	0	1	0
2959	2	1	1	1	1
2960	4	0	1	1	0
2961	5	0	1	1	0
2962	5	1	0	1	0
2963	5	0	0	1	0
2964	5	0	0	1	0
2965	5	0	1	1	0
2966	5	1	1	1	1
2967	5	1	1	1	0
2968	4	0	0	1	0
2969	5	0	0	1	1
2970	5	0	1	1	0
2971	4	0	1	1	0
2972	4	0	0	1	0
2973	4	0	1	1	0
2974	5	0	0	1	0
2975	5	0	0	1	0
2976	5	0	1	1	0
2977	5	0	0	1	1
2978	4	1	1	0	0
2979	4	0	0	1	0
2980	4	0	0	1	0
2981	5	0	1	1	0
2982	5	0	0	1	0
2983	3	0	0	1	0
2984	5	0	1	1	1
2985	4	0	0	1	0
2986	4	0	0	1	1
2987	5	0	0	1	0
2988	4	0	0	1	0
2989	5	0	1	1	0
2990	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
2991	3	0	0	1	0
2992	4	0	1	1	0
2993	5	0	0	1	0
2994	4	0	0	1	0
2995	4	0	0	1	0
2996	5	0	0	1	0
2997	5	0	0	1	0
2998	4	0	0	1	0
2999	3	0	1	1	0
3000	5	0	1	1	0
3001	4	0	1	1	0
3002	4	0	1	1	0
3003	4	0	0	1	0
3004	4	0	1	1	0
3005	5	0	0	1	1
3006	5	0	0	1	0
3007	4	0	0	1	0
3008	4	0	0	1	0
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3010	5	0	0	1	0
3011	5	0	1	1	0
3012	5	0	0	1	1
3013	5	0	0	1	0
3014	4	0	1	1	0
3015	4	0	0	1	0
3016	5	0	0	1	0
3017	4	0	0	1	0
3018	5	0	0	1	0
3019	5	0	0	1	0
3020	4	1	1	1	1
3021	4	0	1	1	0
3022	5	0	0	1	1
3023	4	0	0	0	0
3024	4	1	0	1	0
3025	4	0	0	1	0
3026	4	1	1	1	0
3027	5	0	0	1	0
3028	5	0	0	1	0
3029	5	0	1	1	0
3030	5	0	0	0	1
3031	5	0	1	1	0
3032	4	0	1	1	0
3033	4	0	0	1	0
3034	4	0	1	1	0
3035	5	0	1	1	1
3036	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
3037	4	0	1	1	0
3038	5	0	1	1	0
3039	5	0	1	1	0
3040	5	1	1	1	0
3041	4	0	1	1	0
3042	5	0	1	1	0
3043	4	0	0	1	0
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3045	4	1	1	1	0
3046	5	0	1	1	0
3047	5	0	0	1	1
3048	5	0	0	1	0
3049	5	0	1	1	1
3050	5	0	1	1	1
3051	5	0	0	1	0
3052	5	0	0	1	0
3053	3	0	0	1	0
3054	5	0	1	1	0
3055	4	0	0	1	0
3056	5	0	1	1	1
3057	5	0	0	1	0
3058	5	1	1	1	0
3059	4	0	0	1	0
3060	5	0	0	1	0
3061	4	0	0	1	0
3062	4	1	1	1	0
3063	5	0	1	1	0
3064	5	1	1	1	0
3065	5	0	1	1	1
3066	4	0	0	1	0
3067	5	0	0	1	0
3068	5	0	0	1	0
3069	5	0	0	1	0
3070	5	0	0	1	0
3071	4	1	0	1	0
3072	4	0	1	1	0
3073	5	0	0	1	0
3074	3	0	0	1	0
3075	5	0	1	1	0
3076	4	0	1	1	0
3077	5	0	1	1	0
3078	5	0	0	1	0
3079	4	0	0	1	0
3080	3	0	1	1	0
3081	4	0	0	1	0
3082	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
3083	5	0	1	1	0
3084	5	0	0	1	0
3085	5	0	0	1	0
3086	5	0	1	0	1
3087	3	0	0	1	0
3088	4	0	0	1	0
3089	4	0	0	1	0
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3091	5	0	0	1	0
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3094	4	0	0	1	0
3095	4	0	1	1	0
3096	4	0	0	1	0
3097	5	0	1	1	0
3098	4	0	0	1	0
3099	4	0	0	1	0
3100	4	1	1	1	1
3101	5	0	0	1	0
3102	5	0	1	1	0
3103	4	0	0	1	0
3104	5	0	1	1	0
3105	5	0	0	1	0
3106	5	0	0	1	0
3107	4	0	1	1	1
3108	5	0	0	1	0
3109	5	0	1	1	1
3110	4	0	0	1	0
3111	4	0	1	1	0
3112	5	0	0	1	0
3113	4	0	1	1	0
3114	4	0	1	1	0
3115	3	0	0	1	0
3116	3	0	0	0	0
3117	4	0	1	0	0
3118	5	0	0	1	0
3119	4	0	0	1	0
3120	4	0	1	1	1
3121	5	0	1	1	1
3122	5	1	1	1	0
3123	5	0	1	1	0
3124	4	0	1	1	0
3125	5	0	0	1	0
3126	5	1	0	1	0
3127	3	0	1	1	0
3128	4	0	0	1	1

RandomID	D1	D2	D3	D4	D5
3129	4	1	0	1	0
3130	5	0	0	1	0
3131	4	1	0	1	0
3132	4	0	1	0	1
3133	5	0	0	1	0
3134	5	0	0	1	1
3135	4	0	0	1	0
3136	4	1	1	0	0
3137	4	0	0	1	0
3138	5	0	0	1	0
3139	5	0	0	1	0
3140	5	0	1	1	0
3141	4	0	1	1	0
3142	4	0	1	1	0
3143	3	0	1	1	0
3144	5	0	0	1	0
3145	4	1	1	1	1
3146	5	0	1	1	0
3147	5	0	1	1	1
3148	5	0	0	1	0
3149	5	0	0	0	1
3150	4	0	1	1	0
3151	5	0	1	1	0
3152	5	0	0	1	0
3153	5	0	1	1	0
3154	5	0	1	1	0
3155	5	0	1	1	0
3156	5	0	1	1	0
3157	5	0	0	1	0
3158	5	0	1	1	0
3159	5	1	0	1	0
3160	3	0	0	1	1
3161	3	0	0	1	0
3162	5	0	0	1	0
3163	5	0	1	1	0
3164	5	0	1	1	0
3165	4	0	1	1	1
3166	5	0	1	1	0
3167	4	1	1	1	0
3168	5	0	1	1	0
3169	4	0	0	1	0
3170	4	0	1	1	0
3171	5	0	0	1	0
3172	5	0	0	1	0
3173	4	0	0	1	0
3174	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
3175	5	0	1	1	0
3176	5	0	0	1	0
3177	5	0	1	1	0
3178	5	0	1	0	0
3179	5	0	1	1	0
3180	5	0	0	1	1
3181	5	1	1	1	0
3182	5	0	0	1	0
3183	4	0	0	1	0
3184	4	1	1	1	0
3185	5	1	0	1	0
3186	5	0	0	1	0
3187	4	0	1	1	0
3188	5	0	0	1	1
3189	5	0	0	1	0
3190	3	0	0	0	0
3191	5	0	1	1	0
3192	5	0	1	1	0
3193	5	0	1	1	0
3194	5	0	0	1	0
3195	4	0	0	1	0
3196	3	0	1	1	0
3197	4	0	0	1	0
3198	5	0	1	1	0
3199	4	1	1	1	0
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3201	5	0	0	1	0
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3203	4	0	1	1	0
3204	5	0	0	1	0
3205	5	0	0	1	0
3206	4	0	0	1	0
3207	5	0	0	1	0
3208	3	0	0	1	0
3209	5	0	0	1	0
3210	4	0	0	1	0
3211	4	0	0	1	0
3212	5	0	0	1	0
3213	5	0	0	1	0
3214	5	0	1	1	0
3215	4	0	1	1	0
3216	5	0	0	1	1
3217	4	0	0	1	0
3218	4	0	1	1	0
3219	4	0	0	1	0
3220	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
3221	5	0	1	1	0
3222	4	0	0	1	0
3223	5	0	0	1	0
3224	5	0	1	1	0
3225	5	0	0	1	0
3226	4	0	1	1	0
3227	5	1	1	1	0
3228	4	1	0	1	0
3229	5	0	0	1	0
3230	4	0	1	1	0
3231	5	0	0	1	0
3232	5	0	0	1	0
3233	4	0	1	1	1
3234	4	0	0	1	1
3235	5	0	0	1	0
3236	5	0	0	1	0
3237	5	1	1	1	1
3238	5	0	0	1	1
3239	4	1	0	1	0
3240	4	0	1	1	0
3241	4	0	1	1	1
3242	5	0	1	1	0
3243	4	0	0	1	0
3244	5	1	1	1	1
3245	4	0	0	1	0
3246	4	0	0	1	0
3247	4	0	1	1	0
3248	4	0	0	1	0
3249	5	0	1	1	0
3250	5	0	0	1	1
3251	5	0	1	1	0
3252	4	0	1	1	0
3253	5	0	1	1	0
3254	4	0	0	1	0
3255	5	0	0	1	0
3256	4	0	0	1	0
3257	4	0	0	1	0
3258	5	0	0	1	1
3259	5	0	0	1	0
3260	4	0	1	1	0
3261	5	0	0	1	0
3262	4	0	1	1	0
3263	5	0	0	1	1
3264	4	0	0	1	0
3265	4	0	1	1	0
3266	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
3267	4	0	0	1	0
3268	5	0	0	1	0
3269	5	0	1	1	0
3270	4	0	1	1	0
3271	5	0	1	1	0
3272	4	0	0	1	0
3273	5	0	0	1	0
3274	3	0	1	1	0
3275	5	1	1	1	1
3276	4	0	0	1	0
3277	4	0	1	1	0
3278	4	0	1	1	0
3279	4	1	1	1	0
3280	4	0	0	1	0
3281	3	1	0	1	0
3282	4	0	1	1	0
3283	5	0	1	1	0
3284	4	0	1	0	0
3285	5	0	1	1	0
3286	3	0	0	1	0
3287	4	1	1	1	0
3288	3	1	0	0	1
3289	3	0	1	1	0
3290	4	0	1	1	0
3291	3	0	1	1	0
3292	.	.	.	.	.
3293	5	0	0	1	0
3294	5	0	0	1	0
3295	5	0	1	1	0
3296	4	0	0	1	0
3297	5	0	1	1	0
3298	4	0	1	1	0
3299	4	0	1	1	0
3300	5	0	1	1	0
3301	5	0	0	1	0
3302	5	0	0	1	0
3303	5	0	1	1	0
3304	5	0	1	1	1
3305	5	0	1	1	0
3306	4	0	1	1	0
3307	4	0	1	1	0
3308	5	0	0	1	0
3309	5	0	1	1	0
3310	4	0	1	0	0
3311	5	0	0	1	0
3312	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
3313	5	0	1	1	0
3314	5	0	0	1	0
3315	4	0	1	1	0
3316	5	0	1	1	0
3317	4	0	0	1	0
3318	4	1	0	1	0
3319	4	0	1	1	0
3320	4	0	0	1	0
3321	5	0	1	1	0
3322	5	0	0	1	1
3323	4	0	0	1	0
3324	4	0	1	1	0
3325	5	0	1	1	0
3326	4	0	1	1	0
3327	5	0	0	1	0
3328	5	0	0	1	0
3329	4	0	0	1	1
3330	4	0	1	1	0
3331	4	0	1	1	1
3332	5	0	0	1	0
3333	5	0	0	1	0
3334	5	0	0	1	0
3335	5	0	0	1	0
3336	5	0	0	1	0
3337	5	0	0	1	0
3338	4	0	0	1	0
3339	3	0	0	1	0
3340	4	0	0	1	0
3341	5	0	1	1	1
3342	5	0	0	1	0
3343	4	0	1	1	0
3344	5	0	0	1	1
3345	5	0	1	1	0
3346	5	0	0	1	0
3347	3	0	0	1	1
3348	4	0	1	1	0
3349	4	0	1	1	0
3350	5	0	1	1	0
3351	5	0	0	1	0
3352	5	0	0	1	0
3353	5	0	0	1	0
3354	4	0	1	1	0
3355	5	0	1	1	0
3356	4	0	0	1	0
3357	4	0	1	1	0
3358	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
3359	4	0	0	1	0
3360	5	0	1	1	0
3361	5	0	1	1	0
3362	4	0	0	1	0
3363	4	0	0	1	0
3364	4	0	1	1	0
3365	5	0	0	1	0
3366	4	0	0	1	0
3367	4	0	1	1	0
3368	4	0	1	1	0
3369	4	0	0	0	1
3370	5	1	0	1	0
3371	5	0	1	1	0
3372	5	0	0	1	0
3373	5	0	1	1	0
3374	5	0	0	1	0
3375	5	0	0	1	0
3376	5	0	0	1	0
3377	4	0	0	1	0
3378	4	1	0	1	0
3379	3	0	0	1	0
3380	5	0	0	1	0
3381	5	0	0	0	0
3382	5	0	0	1	0
3383	5	0	0	1	0
3384	4	0	0	1	0
3385	5	0	1	1	0
3386	4	0	1	1	0
3387	4	0	0	1	0
3388	5	0	1	1	1
3389	5	0	1	1	0
3390	3	0	1	1	0
3391	5	0	0	1	0
3392	4	0	1	1	0
3393	5	1	0	1	0
3394	4	0	1	1	0
3395	3	0	1	1	0
3396	4	0	0	1	0
3397	5	0	1	1	0
3398	5	0	1	1	1
3399	4	0	0	1	0
3400	4	0	1	1	1
3401	5	0	0	1	0
3402	4	1	1	1	1
3403	5	0	1	1	0
3404	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
3405	4	0	1	1	0
3406	4	0	0	1	0
3407	5	0	0	1	0
3408	5	0	0	1	0
3409	5	0	0	1	0
3410	4	0	1	1	0
3411	5	1	1	1	0
3412	4	0	0	1	1
3413	4	0	1	1	0
3414	5	0	0	1	0
3415	5	0	0	0	1
3416	4	0	1	1	0
3417	4	0	1	1	0
3418	4	0	1	1	0
3419	4	0	1	1	0
3420	5	0	1	1	0
3421	4	0	1	1	0
3422	5	0	0	1	0
3423	4	0	0	1	1
3424	5	0	0	1	0
3425	4	0	0	1	0
3426	4	0	0	1	0
3427	4	0	1	1	0
3428	4	0	1	1	0
3429	5	0	1	1	1
3430	5	0	0	1	0
3431	4	0	0	1	0
3432	5	0	1	1	0
3433	3	0	0	1	0
3434	4	0	1	1	0
3435	4	0	0	1	0
3436	4	0	0	1	0
3437	5	0	1	1	0
3438	5	0	0	1	0
3439	4	0	1	1	0
3440	5	0	0	1	0
3441	5	0	1	0	0
3442	4	1	0	1	0
3443	5	0	0	1	0
3444	5	0	1	1	0
3445	4	0	1	1	0
3446	5	0	1	1	0
3447	5	0	0	1	1
3448	4	0	0	1	0
3449	5	0	0	1	0
3450	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
3451	5	0	0	1	0
3452	5	0	0	1	0
3453	5	0	0	1	1
3454	4	0	1	0	0
3455	4	0	0	1	0
3456	5	0	0	1	0
3457	4	0	0	1	0
3458	5	0	0	1	0
3459	5	0	1	0	0
3460	4	0	0	1	0
3461	4	0	1	1	0
3462	5	0	0	1	0
3463	5	0	1	1	0
3464	5	0	1	1	0
3465	5	0	0	1	0
3466	5	0	0	1	0
3467	4	0	1	1	0
3468	5	1	1	1	0
3469	4	1	1	0	1
3470	5	0	1	1	0
3471	4	0	0	1	0
3472	5	0	1	1	0
3473	3	1	1	1	0
3474	5	0	0	1	0
3475	4	0	0	1	0
3476	5	0	0	1	0
3477	5	1	1	1	0
3478	5	0	0	1	0
3479	3	0	1	1	0
3480	5	0	0	1	0
3481	5	1	0	1	0
3482	5	0	0	1	0
3483	4	0	1	1	1
3484	5	0	0	1	0
3485	5	0	0	1	0
3486	5	0	1	1	0
3487	5	0	0	1	0
3488	5	0	0	1	0
3489	4	1	0	1	1
3490	3	0	0	0	1
3491	3	0	1	1	0
3492	5	0	0	1	0
3493	4	0	1	0	1
3494	4	0	1	1	0
3495	5	0	1	1	0
3496	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
3497	4	0	1	1	0
3498	3	0	0	1	0
3499	4	0	0	1	0
3500	4	0	0	1	0
3501	5	0	0	1	0
3502	5	0	1	1	0
3503	4	0	0	1	1
3504	4	0	0	1	0
3505	4	0	1	1	0
3506	4	0	0	0	0
3507	4	0	1	1	0
3508	3	0	1	1	0
3509	4	0	0	1	0
3510	5	0	0	0	0
3511	3	0	1	1	1
3512	5	0	0	1	0
3513	5	0	0	1	0
3514	4	0	1	0	0
3515	4	0	1	1	0
3516	4	0	1	1	0
3517	5	0	0	1	0
3518	4	0	1	1	0
3519	3	0	0	1	0
3520	5	0	0	1	0
3521	5	0	0	1	0
3522	4	0	0	1	0
3523	4	0	0	1	0
3524	3	0	1	1	0
3525	5	0	0	1	0
3526	4	0	0	1	0
3527	5	0	0	1	1
3528	4	0	1	1	0
3529	5	0	0	1	0
3530	4	0	0	1	0
3531	4	0	0	1	0
3532	5	0	0	1	0
3533	5	0	0	1	0
3534	5	0	1	1	0
3535	4	1	1	1	0
3536	4	0	1	1	0
3537	4	0	0	1	0
3538	5	0	0	1	0
3539	5	0	0	1	0
3540	5	0	1	1	0
3541	5	0	0	1	0
3542	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
3543	4	0	0	1	0
3544	4	0	0	1	0
3545	5	0	0	1	0
3546	5	0	0	1	0
3547	5	0	0	1	0
3548	4	0	0	1	0
3549	5	0	1	1	0
3550	5	0	0	1	0
3551	5	0	1	1	0
3552	4	1	1	0	0
3553	5	0	1	1	0
3554	5	0	1	1	0
3555	5	0	0	1	0
3556	4	0	1	1	0
3557	5	0	1	1	1
3558	5	0	1	1	1
3559	5	0	0	1	0
3560	5	0	1	1	0
3561	4	0	0	1	0
3562	5	0	0	1	0
3563	4	0	1	1	1
3564	4	0	0	1	0
3565	4	0	1	1	1
3566	5	0	1	1	0
3567	5	0	0	1	0
3568	5	0	0	1	0
3569	5	0	0	1	0
3570	5	0	1	1	0
3571	3	0	1	1	0
3572	5	0	1	1	0
3573	4	0	1	1	0
3574	5	0	0	1	0
3575	4	0	0	1	0
3576	5	0	0	1	0
3577	5	0	0	1	1
3578	4	0	0	1	1
3579	4	1	0	1	0
3580	4	0	0	1	0
3581	4	0	0	1	0
3582	3	0	1	1	0
3583	5	0	0	1	0
3584	5	0	0	1	0
3585	5	0	1	1	0
3586	5	0	0	1	0
3587	4	0	0	1	0
3588	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
3589	4	0	1	1	1
3590	4	1	0	1	1
3591	4	0	0	1	0
3592	5	0	0	1	0
3593	4	0	0	1	0
3594	5	0	1	1	0
3595	5	0	1	1	0
3596	4	0	0	1	1
3597	5	0	0	1	1
3598	5	0	0	1	0
3599	4	1	1	1	0
3600	4	0	0	1	0
3601	5	0	1	1	0
3602	5	0	0	1	0
3603	5	0	1	1	1
3604	4	0	0	1	0
3605	5	0	0	1	0
3606	4	0	0	1	0
3607	5	0	1	1	0
3608	4	0	1	1	0
3609	4	0	1	1	0
3610	3	1	1	1	0
3611	5	0	0	1	0
3612	3	0	1	1	0
3613	4	0	1	1	0
3614	4	0	0	1	1
3615	4	0	0	1	0
3616	4	1	1	1	0
3617	5	0	0	1	0
3618	5	0	0	1	0
3619	4	0	0	1	0
3620	3	0	1	1	0
3621	5	0	0	1	0
3622	5	0	1	1	0
3623	3	0	0	1	0
3624	4	0	0	1	0
3625	4	0	0	1	0
3626	4	0	1	1	0
3627	5	0	0	1	0
3628	5	0	1	1	0
3629	4	0	1	1	0
3630	5	0	0	1	0
3631	3	1	1	1	0
3632	5	0	1	1	0
3633	4	0	1	1	0
3634	3	.	.	1	.

RandomID	D1	D2	D3	D4	D5
3635	4	0	1	1	0
3636	4	0	1	1	0
3637	5	0	0	1	0
3638	4	0	1	1	0
3639	5	1	1	1	0
3640	5	0	1	1	0
3641	5	0	0	1	0
3642	4	0	1	1	0
3643	5	0	0	1	0
3644	4	0	1	1	0
3645	5	0	0	1	0
3646	4	0	1	1	0
3647	4	0	0	1	0
3648	5	0	0	1	0
3649	5	0	0	1	0
3650	3	0	1	1	0
3651	5	0	1	1	0
3652	4	0	0	1	0
3653	4	0	1	1	0
3654	4	1	1	1	0
3655	4	0	1	1	0
3656	3	0	0	1	0
3657	5	0	1	1	0
3658	5	0	0	1	0
3659	5	0	0	1	0
3660	4	0	0	1	0
3661	4	0	1	1	0
3662	4	0	0	1	1
3663	4	0	1	1	0
3664	5	0	0	1	0
3665	5	0	0	1	0
3666	.	.	.	.	.
3667	4	0	1	1	0
3668	4	0	1	1	0
3669	4	0	0	1	0
3670	5	0	1	1	0
3671	4	0	0	1	0
3672	4	0	0	1	1
3673	5	0	1	1	0
3674	5	0	0	1	0
3675	5	0	1	1	0
3676	4	0	0	1	0
3677	5	0	1	1	0
3678	4	0	0	1	0
3679	4	0	0	1	0
3680	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
3681	5	0	0	1	0
3682	4	0	1	1	0
3683	5	0	1	1	0
3684	3	0	0	1	0
3685	5	0	0	1	0
3686	4	0	0	1	1
3687	5	0	1	1	0
3688	5	0	1	1	0
3689	4	0	0	1	0
3690	4	0	1	1	0
3691	5	0	1	1	1
3692	5	0	0	1	0
3693	4	0	0	1	0
3694	4	1	1	1	1
3695	3	0	1	1	1
3696	5	0	1	1	0
3697	4	0	1	1	0
3698	5	0	1	1	0
3699	5	0	0	1	0
3700	3	0	0	1	0
3701	5	0	0	1	0
3702	4	0	1	1	0
3703	3	0	0	1	0
3704	3	0	1	1	0
3705	4	0	0	1	0
3706	5	0	1	1	1
3707	4	0	1	1	0
3708	5	0	1	1	1
3709	4	0	0	1	0
3710	4	0	1	1	0
3711	4	0	0	1	0
3712	3	0	1	1	0
3713	4	0	1	1	0
3714	4	0	0	1	0
3715	4	0	1	1	0
3716	5	0	0	1	0
3717	5	0	1	1	1
3718	5	0	1	1	0
3719	5	0	0	1	0
3720	4	0	0	1	0
3721	4	0	1	1	0
3722	5	0	1	1	0
3723	5	0	1	1	0
3724	5	0	1	1	0
3725	4	0	1	1	0
3726	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
3727	3	0	0	1	0
3728	4	0	0	1	0
3729	5	0	0	1	1
3730	4	0	0	1	0
3731	5	0	0	1	0
3732	3	0	0	1	0
3733	4	1	0	1	0
3734	4	0	0	1	1
3735	5	0	1	1	0
3736	5	0	1	1	0
3737	4	0	0	1	0
3738	4	0	0	1	0
3739	4	0	0	1	0
3740	5	0	1	1	0
3741	5	0	0	1	0
3742	3	0	0	1	0
3743	5	0	1	1	1
3744	5	1	0	1	1
3745	4	0	0	1	1
3746	4	0	1	1	1
3747	5	0	1	1	0
3748	5	0	0	1	0
3749	4	0	1	1	0
3750	3	0	0	1	0
3751	3	1	1	0	0
3752	5	0	1	1	0
3753	5	0	1	1	0
3754	3	0	1	1	0
3755	4	0	1	1	0
3756	5	1	0	1	0
3757	4	0	1	1	0
3758	5	0	1	1	0
3759	4	0	0	1	0
3760	4	0	0	1	0
3761	5	0	0	1	0
3762	4	0	0	1	0
3763	5	0	0	1	0
3764	5	0	0	1	0
3765	4	0	0	1	0
3766	4	0	1	1	0
3767	5	0	0	1	0
3768	5	0	0	1	0
3769	4	0	0	1	0
3770	3	1	1	1	0
3771	4	0	1	1	0
3772	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
3773	4	0	1	1	0
3774	4	0	1	1	1
3775	3	1	1	1	1
3776	4	0	0	1	0
3777	5	0	0	1	0
3778	5	0	0	1	0
3779	5	0	0	1	0
3780	4	0	0	1	0
3781	5	0	1	1	0
3782	3	0	1	1	0
3783	4	0	0	1	0
3784	5	0	0	1	0
3785	5	0	0	1	0
3786	4	0	0	1	0
3787	5	0	1	1	1
3788	5	0	1	1	0
3789	5	0	1	1	0
3790	5	0	1	1	0
3791	3	0	1	1	0
3792	5	0	0	1	0
3793	5	0	1	1	0
3794	5	0	0	1	0
3795	4	0	1	1	0
3796	5	0	0	1	0
3797	3	0	0	1	0
3798	5	0	1	1	0
3799	5	1	1	1	0
3800	5	0	0	1	0
3801	5	0	0	1	0
3802	4	0	0	1	0
3803	4	0	0	1	0
3804	5	0	1	1	1
3805	4	0	1	1	1
3806	5	0	1	1	0
3807	4	1	0	1	0
3808	5	0	0	1	0
3809	5	0	1	1	0
3810	3	0	0	1	1
3811	5	0	0	1	0
3812	5	0	0	1	1
3813	4	0	0	1	0
3814	5	0	0	1	0
3815	5	0	0	1	0
3816	5	0	0	1	0
3817	5	0	0	1	0
3818	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
3819	4	0	1	1	0
3820	4	0	0	1	0
3821	5	0	0	1	0
3822	5	0	0	1	0
3823	5	0	0	1	0
3824	3	0	1	1	0
3825	5	0	0	1	0
3826	3	0	1	1	1
3827	4	0	0	0	0
3828	5	0	0	1	0
3829	5	0	0	1	0
3830	4	0	0	1	0
3831	3	0	0	1	0
3832	4	0	0	1	0
3833	3	0	1	1	1
3834	4	0	0	1	0
3835	4	0	1	1	0
3836	5	0	0	1	1
3837	5	0	1	1	0
3838	5	0	1	1	0
3839	5	0	0	1	0
3840	5	0	0	1	0
3841	5	1	1	1	0
3842	5	0	1	1	0
3843	5	0	1	1	0
3844	4	0	1	1	0
3845	4	0	0	1	0
3846	4	0	0	0	0
3847	5	0	0	1	0
3848	4	0	0	1	0
3849	4	1	1	1	0
3850	5	0	1	1	0
3851	4	0	1	1	0
3852	5	0	1	1	0
3853	4	0	1	1	0
3854	5	0	1	1	0
3855	5	0	0	1	1
3856	4	0	1	1	1
3857	5	0	0	1	0
3858	4	0	0	1	0
3859	5	0	1	1	0
3860	5	0	1	1	1
3861	5	0	0	1	0
3862	5	0	0	1	0
3863	5	0	1	1	0
3864	3	0	0	1	0

RandomID	D1	D2	D3	D4	D5
3865	5	0	0	1	1
3866	5	0	1	1	0
3867	5	0	1	1	0
3868	4	0	1	1	0
3869	4	0	0	1	0
3870	4	0	1	1	1
3871	4	0	1	1	0
3872	5	0	0	1	0
3873	5	0	0	1	0
3874	5	0	1	1	0
3875	5	0	0	1	0
3876	4	0	1	1	0
3877	5	0	0	1	0
3878	4	0	0	1	0
3879	5	0	0	1	0
3880	4	0	1	1	0
3881	5	0	1	1	0
3882	5	0	0	1	0
3883	4	0	1	1	0
3884	4	0	0	1	0
3885	5	0	1	1	0
3886	5	0	1	1	0
3887	4	0	1	1	0
3888	4	0	1	1	0
3889	4	0	0	1	0
3890	4	0	1	1	0
3891	4	0	0	1	0
3892	5	0	0	1	0
3893	4	0	0	1	0
3894	5	1	0	1	0
3895	5	0	1	1	0
3896	4	0	1	1	0
3897	4	1	0	1	0
3898	5	0	1	1	0
3899	5	0	1	1	0
3900	4	0	0	1	0
3901	5	1	0	1	0
3902	3	0	0	1	0
3903	4	0	0	1	0
3904	5	0	1	1	0
3905	5	0	0	1	0
3906	3	0	0	1	0
3907	4	0	1	1	1
3908	5	0	0	1	0
3909	5	0	1	1	0
3910	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
3911	4	0	0	1	0
3912	5	0	0	1	0
3913	5	0	0	1	0
3914	5	0	0	1	0
3915	5	0	1	1	0
3916	4	0	0	1	0
3917	5	0	0	1	0
3918	5	0	0	1	1
3919	5	0	1	1	0
3920	5	0	0	1	0
3921	4	0	1	1	0
3922	5	0	0	1	0
3923	4	0	0	1	0
3924	5	0	0	1	1
3925	5	0	1	1	0
3926	5	0	0	1	1
3927	4	0	0	1	0
3928	3	0	1	1	0
3929	5	0	1	1	0
3930	4	0	0	1	0
3931	5	0	0	1	0
3932	3	0	0	1	0
3933	4	0	1	1	0
3934	5	0	1	1	0
3935	4	0	0	1	0
3936	5	0	0	1	0
3937	5	0	0	1	0
3938	4	0	1	1	0
3939	4	0	0	1	0
3940	5	0	0	1	0
3941	4	0	0	1	0
3942	5	0	1	1	0
3943	4	0	1	1	1
3944	3	0	1	1	0
3945	4	0	0	1	0
3946	4	0	1	1	0
3947	4	0	0	1	0
3948	4	0	1	1	0
3949	5	1	1	1	0
3950	4	0	0	1	0
3951	3	0	0	1	0
3952	4	0	0	1	0
3953	5	0	1	1	0
3954	4	0	0	1	0
3955	5	0	0	1	0
3956	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
3957	5	0	1	1	0
3958	5	1	1	1	1
3959	5	0	1	1	0
3960	5	0	1	1	0
3961	4	0	0	1	0
3962	4	0	1	1	0
3963	4	0	1	1	0
3964	4	0	0	1	0
3965	3	0	1	1	1
3966	5	0	0	1	0
3967	5	0	1	1	1
3968	5	0	0	1	0
3969	5	0	1	1	0
3970	5	0	1	1	0
3971	5	1	1	1	0
3972	5	1	1	1	0
3973	5	0	0	1	0
3974	4	0	0	1	0
3975	5	0	0	1	0
3976	5	1	1	1	0
3977	4	0	0	1	0
3978	4	0	0	1	0
3979	4	0	1	1	0
3980	4	1	0	1	0
3981	5	0	0	1	0
3982	5	0	0	0	0
3983	4	0	1	1	0
3984	4	0	0	1	0
3985	5	0	1	1	0
3986	5	0	0	1	0
3987	4	0	0	0	0
3988	5	0	1	1	1
3989	5	0	0	1	0
3990	4	0	1	1	0
3991	4	0	1	1	0
3992	3	0	0	1	1
3993	5	1	0	1	0
3994	4	0	0	1	0
3995	4	1	1	1	1
3996	5	0	0	1	0
3997	5	0	0	1	0
3998	5	0	1	1	0
3999	5	0	0	1	0
4000	5	0	0	1	0
4001	4	0	1	0	0
4002	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
4003	5	0	0	1	0
4004	3	0	1	1	0
4005	4	0	0	1	0
4006	4	0	0	1	0
4007	4	0	1	1	0
4008	4	1	1	1	1
4009	5	0	1	1	0
4010	3	0	0	1	0
4011	5	0	0	1	0
4012	5	0	0	1	0
4013	5	0	1	1	0
4014	4	0	1	1	0
4015	5	0	1	1	0
4016	4	0	0	1	0
4017	4	0	1	1	0
4018	5	0	1	1	0
4019	5	0	0	1	0
4020	3	0	0	1	0
4021	4	0	1	1	0
4022	3	0	1	1	1
4023	4	0	1	1	0
4024	5	0	1	1	1
4025	5	0	1	1	1
4026	5	0	1	1	0
4027	4	0	1	1	0
4028	4	0	1	1	0
4029	4	0	1	1	0
4030	4	1	1	0	0
4031	4	0	0	1	0
4032	4	0	1	1	0
4033	5	0	0	1	1
4034	5	0	0	1	0
4035	5	0	1	1	1
4036	4	0	0	1	0
4037	4	0	1	1	0
4038	5	0	1	1	0
4039	4	0	0	1	0
4040	5	0	0	1	0
4041	4	0	1	1	0
4042	4	0	1	1	0
4043	5	0	0	1	0
4044	5	0	1	1	0
4045	3	0	1	1	0
4046	4	0	0	1	1
4047	4	0	0	1	0
4048	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
4049	5	0	0	1	0
4050	.	1	1	1	0
4051	4	0	0	0	0
4052	4	0	1	0	0
4053	5	0	0	1	0
4054	5	0	0	1	0
4055	4	0	1	1	0
4056	4	0	0	1	0
4057	5	0	0	1	0
4058	5	1	1	1	0
4059	4	0	1	1	0
4060	5	0	0	1	0
4061	4	0	1	1	0
4062	4	0	1	1	0
4063	5	0	0	1	0
4064	4	0	0	1	0
4065	5	0	0	1	0
4066	4	0	0	1	0
4067	5	0	0	1	0
4068	5	0	0	1	0
4069	4	0	1	1	0
4070	5	0	0	1	0
4071	4	0	0	1	0
4072	5	0	0	1	1
4073	5	0	1	1	0
4074	5	0	1	1	0
4075	4	0	0	1	0
4076	3	1	1	1	1
4077	4	0	0	1	0
4078	4	0	1	1	0
4079	4	0	1	1	0
4080	5	0	1	1	0
4081	4	0	1	1	1
4082	4	0	1	1	0
4083	4	0	1	1	1
4084	4	1	1	1	0
4085	5	0	1	1	0
4086	5	0	0	1	0
4087	4	0	0	1	0
4088	5	0	0	1	0
4089	4	0	1	1	0
4090	5	0	0	1	0
4091	5	0	0	1	0
4092	4	0	1	1	0
4093	5	0	1	1	0
4094	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
4095	4	0	1	1	0
4096	4	1	1	1	0
4097	5	0	0	1	0
4098	5	0	1	1	0
4099	5	0	1	1	1
4100	4	0	0	1	1
4101	4	0	1	1	0
4102	4	0	1	1	0
4103	4	0	1	1	0
4104	5	0	0	1	0
4105	5	0	0	1	0
4106	3	0	1	1	0
4107	5	0	0	1	0
4108	4	0	1	1	0
4109	4	0	1	1	1
4110	4	0	1	1	0
4111	4	0	1	1	0
4112	3	0	0	1	0
4113	4	0	0	1	0
4114	5	0	0	1	1
4115	4	1	0	1	0
4116	4	0	0	1	0
4117	5	0	1	1	0
4118	5	0	0	1	0
4119	5	0	0	1	1
4120	5	0	0	1	0
4121	4	0	1	1	1
4122	5	0	0	1	0
4123	5	0	0	1	0
4124	5	0	0	1	0
4125	4	0	0	1	0
4126	5	0	1	1	0
4127	4	0	1	1	0
4128	4	0	1	1	0
4129	5	0	0	1	0
4130	4	0	0	1	0
4131	4	0	0	1	1
4132	5	0	1	1	0
4133	4	0	1	1	0
4134	5	0	0	1	1
4135	5	0	0	1	0
4136	4	0	0	1	0
4137	5	0	0	1	0
4138	3	0	0	1	0
4139	5	0	0	0	0
4140	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
4141	3	0	0	1	0
4142	5	0	0	1	1
4143	5	0	0	1	0
4144	5	0	0	1	1
4145	5	0	0	1	0
4146	4	1	1	1	0
4147	5	0	0	1	0
4148	4	0	1	1	0
4149	4	0	1	1	0
4150	5	0	0	1	1
4151	5	1	0	1	0
4152	3	0	0	1	0
4153	5	0	0	1	0
4154	4	0	0	1	0
4155	4	0	1	1	1
4156	4	0	1	1	0
4157	4	0	1	1	1
4158	4	1	1	1	1
4159	5	0	0	1	0
4160	5	1	1	1	0
4161	4	0	1	1	0
4162	4	0	1	1	0
4163	5	0	0	1	0
4164	5	0	0	1	0
4165	4	0	1	1	0
4166	5	0	0	1	0
4167	4	1	0	0	0
4168	5	0	0	1	0
4169	5	0	0	1	0
4170	5	0	1	1	0
4171	3	0	0	1	0
4172	5	0	0	1	0
4173	4	0	0	1	0
4174	3	0	0	1	0
4175	5	0	0	1	0
4176	4	0	0	1	0
4177	5	0	1	1	1
4178	4	0	1	1	0
4179	5	0	0	1	0
4180	5	0	0	1	0
4181	5	1	0	1	0
4182	4	0	1	1	0
4183	4	0	1	1	0
4184	4	0	1	1	0
4185	5	0	0	1	0
4186	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
4187	4	0	1	1	0
4188	4	0	0	1	1
4189	5	0	0	1	0
4190	4	0	1	1	1
4191	5	0	1	1	0
4192	5	0	0	1	0
4193	5	0	1	1	1
4194	3	0	0	1	0
4195	5	1	1	1	0
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4197	5	0	0	1	0
4198	5	0	0	1	0
4199	4	0	0	1	0
4200	5	0	0	1	1
4201	4	0	0	1	0
4202	4	1	1	0	1
4203	4	0	0	1	0
4204	5	0	0	1	0
4205	5	1	0	1	0
4206	5	0	0	1	0
4207	5	0	1	1	0
4208	5	0	0	1	0
4209	4	0	1	1	0
4210	3	0	0	0	0
4211	5	0	0	1	0
4212	5	0	0	1	0
4213	4	0	0	1	0
4214	3	0	0	1	0
4215	5	0	1	1	0
4216	5	0	0	1	0
4217	4	0	0	1	0
4218	4	1	1	1	0
4219	4	0	0	1	0
4220	2	1	0	1	1
4221	5	0	1	1	0
4222	4	0	0	1	0
4223	4	0	1	1	0
4224	5	0	1	1	0
4225	5	0	1	1	0
4226	5	0	0	1	0
4227	4	0	0	1	0
4228	5	0	0	1	0
4229	5	0	0	1	0
4230	5	0	0	1	0
4231	5	0	0	1	0
4232	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
4233	4	0	0	1	0
4234	5	0	1	1	0
4235	4	0	0	1	0
4236	5	0	0	1	0
4237	4	0	1	1	0
4238	5	0	1	1	0
4239	5	1	0	1	0
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4241	5	0	1	1	0
4242	5	0	1	1	0
4243	4	0	1	1	0
4244	5	0	1	1	1
4245	4	0	0	1	0
4246	4	1	1	1	0
4247	5	0	0	1	0
4248	4	0	0	1	0
4249	4	0	0	1	0
4250	5	0	0	1	0
4251	4	0	1	1	0
4252	3	0	1	1	0
4253	4	0	1	1	0
4254	5	0	0	1	0
4255	4	0	0	1	1
4256	4	0	0	1	0
4257	3	0	0	1	0
4258	5	0	0	1	0
4259	5	0	0	1	0
4260	5	0	1	1	1
4261	5	0	1	1	0
4262	5	0	0	1	0
4263	4	0	0	1	0
4264	4	0	1	1	0
4265	5	0	0	1	0
4266	4	0	0	1	0
4267	5	1	1	0	0
4268	5	0	0	1	0
4269	4	0	0	1	0
4270	5	0	0	1	0
4271	3	0	1	1	1
4272	5	0	1	1	1
4273	4	0	0	1	0
4274	5	0	1	1	0
4275	5	0	0	1	1
4276	4	0	1	1	0
4277	5	0	1	1	0
4278	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
4279	4	1	0	1	0
4280	5	0	0	1	0
4281	3	0	0	1	1
4282	4	0	1	1	0
4283	5	0	1	0	0
4284	4	0	1	1	0
4285	5	0	1	1	0
4286	4	0	0	1	1
4287	5	0	0	1	0
4288	5	0	0	1	0
4289	5	0	0	1	0
4290	5	0	0	1	1
4291	5	0	0	1	0
4292	5	0	1	1	0
4293	4	0	1	1	0
4294	5	0	0	1	0
4295	3	0	0	1	0
4296	5	0	1	1	0
4297	5	0	0	1	0
4298	5	0	1	1	0
4299	5	0	1	1	0
4300	5	0	1	1	0
4301	5	0	1	1	0
4302	5	0	0	1	0
4303	5	0	0	1	0
4304	5	0	0	1	0
4305	5	0	0	1	0
4306	5	0	0	1	0
4307	4	0	0	1	0
4308	5	0	1	1	0
4309	4	0	0	1	0
4310	4	0	0	1	0
4311	3	0	1	1	0
4312	5	0	0	1	0
4313	5	0	0	1	0
4314	5	0	0	1	0
4315	5	0	0	1	0
4316	5	0	0	1	0
4317	5	0	1	1	0
4318	5	0	1	1	0
4319	4	0	0	1	0
4320	4	0	1	1	0
4321	5	0	1	1	0
4322	3	0	1	1	1
4323	4	0	1	1	1
4324	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
4325	5	0	0	1	1
4326	4	1	0	1	0
4327	3	1	1	1	0
4328	4	0	1	1	0
4329	4	0	0	1	1
4330	4	0	0	1	0
4331	4	0	1	1	0
4332	5	0	1	1	0
4333	5	0	0	1	0
4334	4	0	1	1	0
4335	4	0	0	1	1
4336	5	0	1	1	0
4337	4	1	1	1	1
4338	4	0	1	1	0
4339	5	0	1	1	0
4340	5	0	0	1	0
4341	5	0	1	1	0
4342	4	0	1	1	0
4343	.	.	.	.	.
4344	4	0	1	1	0
4345	5	0	1	1	0
4346	3	0	1	1	0
4347	5	0	1	1	0
4348	5	0	0	1	0
4349	5	0	1	1	1
4350	5	0	0	1	0
4351	5	0	0	1	0
4352	3	1	0	1	1
4353	5	0	0	1	0
4354	5	0	0	1	0
4355	4	1	1	1	0
4356	5	0	1	1	0
4357	5	0	1	1	0
4358	4	0	1	1	0
4359	5	0	0	1	0
4360	4	0	0	1	0
4361	5	0	0	1	0
4362	4	0	0	1	0
4363	4	0	1	1	0
4364	5	0	1	1	0
4365	5	0	0	1	0
4366	5	0	0	1	0
4367	3	0	1	1	0
4368	5	0	1	1	0
4369	4	0	0	1	0
4370	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
4371	5	0	1	1	0
4372	4	1	0	1	0
4373	5	0	0	1	0
4374	5	0	0	1	0
4375	5	0	0	0	0
4376	3	0	1	0	0
4377	3	0	1	1	0
4378	5	0	0	1	0
4379	4	0	0	1	0
4380	5	0	1	1	0
4381	3	0	0	1	0
4382	5	0	0	1	0
4383	4	0	1	1	0
4384	5	0	1	1	0
4385	4	0	1	1	0
4386	5	0	1	1	0
4387	5	0	0	1	0
4388	5	0	0	1	0
4389	4	0	1	1	0
4390	5	0	0	1	0
4391	4	0	0	1	0
4392	4	0	0	1	0
4393	5	0	0	1	0
4394	5	0	1	1	0
4395	5	0	0	1	0
4396	5	0	0	1	0
4397	5	0	0	1	0
4398	5	0	1	1	1
4399	5	0	1	1	0
4400	4	0	1	1	0
4401	3	0	1	1	0
4402	5	0	0	1	0
4403	4	0	1	1	0
4404	5	0	1	1	0
4405	4	0	1	1	0
4406	4	0	0	1	0
4407	5	0	1	1	0
4408	4	0	0	1	0
4409	4	0	1	1	0
4410	5	0	0	1	0
4411	5	0	0	1	0
4412	4	0	1	1	0
4413	4	0	0	1	0
4414	5	0	0	1	0
4415	5	0	0	1	0
4416	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
4417	5	0	0	0	0
4418	5	0	1	1	1
4419	5	1	1	1	1
4420	4	0	0	1	0
4421	5	0	1	1	0
4422	5	0	1	1	0
4423	4	1	1	1	1
4424	5	0	0	1	1
4425	5	0	0	1	0
4426	5	0	1	1	0
4427	5	0	0	1	0
4428	5	0	0	1	0
4429	3	0	0	1	0
4430	5	0	0	1	0
4431	4	0	0	0	0
4432	4	0	0	1	0
4433	4	0	1	1	0
4434	4	0	0	1	0
4435	5	1	1	1	0
4436	5	0	1	1	0
4437	5	1	1	1	0
4438	5	0	0	1	0
4439	4	0	1	1	0
4440	4	0	0	1	1
4441	4	0	1	0	0
4442	4	0	0	1	0
4443	4	0	0	1	0
4444	4	0	0	1	0
4445	4	0	0	1	0
4446	5	0	1	1	0
4447	5	1	0	1	1
4448	5	0	0	1	0
4449	5	0	1	1	0
4450	4	0	1	1	0
4451	4	0	1	1	0
4452	5	0	0	1	0
4453	4	0	1	1	1
4454	4	1	1	1	1
4455	5	0	0	1	0
4456	5	0	0	1	0
4457	4	1	1	1	0
4458	3	0	0	1	0
4459	4	0	1	1	1
4460	3	1	0	1	0
4461	3	0	0	1	1
4462	3	0	1	1	0

RandomID	D1	D2	D3	D4	D5
4463	4	0	0	1	0
4464	5	0	1	1	0
4465	4	0	1	1	1
4466	5	0	0	1	0
4467	5	.	0	1	1
4468	5	0	0	1	1
4469	3	0	1	1	0
4470	5	0	1	1	0
4471	5	0	1	1	0
4472	3	0	1	1	0
4473	5	0	1	1	0
4474	3	1	1	1	0
4475	3	0	1	1	1
4476	3	0	0	1	1
4477	3	0	1	1	1
4478	4	0	0	0	0
4479	4	0	0	1	0
4480	5	0	0	1	0
4481	4	0	1	1	0
4482	4	0	0	1	1
4483	4	0	0	1	0
4484	4	0	0	1	0
4485	5	0	0	1	0
4486	3	0	1	1	0
4487	4	0	1	1	0
4488	5	0	0	1	0
4489	4	0	1	1	1
4490	4	0	1	0	0
4491	5	0	0	1	0
4492	4	0	0	1	0
4493	5	0	1	1	0
4494	5	1	0	1	0
4495	5	0	1	1	0
4496	4	0	1	1	0
4497	5	0	1	1	0
4498	4	0	0	1	0
4499	5	0	0	1	0
4500	4	0	0	1	0
4501	5	0	1	1	0
4502	4	0	0	1	0
4503	5	0	0	1	0
4504	4	0	1	1	1
4505	5	0	1	1	1
4506	5	0	0	1	0
4507	4	0	1	1	0
4508	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
4509	5	0	0	1	0
4510	5	0	1	1	0
4511	4	0	0	1	0
4512	4	0	1	1	0
4513	5	0	1	1	0
4514	5	0	0	1	0
4515	4	0	0	1	0
4516	5	0	1	1	0
4517	4	0	1	1	0
4518	4	0	1	1	0
4519	5	0	0	1	0
4520	3	0	0	1	0
4521	5	0	0	1	0
4522	5	0	1	1	0
4523	4	0	1	1	0
4524	5	0	0	1	0
4525	5	0	0	1	0
4526	5	0	1	1	0
4527	4	0	1	1	0
4528	5	0	0	1	0
4529	4	0	1	1	0
4530	5	0	0	1	0
4531	4	0	1	1	0
4532	5	0	0	1	0
4533	4	0	0	1	0
4534	4	0	1	1	0
4535	5	0	1	1	0
4536	4	0	0	1	0
4537	4	0	0	1	0
4538	4	0	0	1	0
4539	5	1	0	1	0
4540	5	0	0	1	0
4541	5	0	0	1	1
4542	5	0	0	1	0
4543	5	1	1	1	0
4544	4	0	1	1	0
4545	5	0	1	1	0
4546	5	0	0	1	0
4547	4	0	0	1	1
4548	5	1	1	1	0
4549	4	0	0	1	1
4550	4	0	0	1	0
4551	4	0	0	1	0
4552	4	0	0	1	0
4553	4	0	1	1	0
4554	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
4555	5	0	0	1	0
4556	5	0	1	1	0
4557	5	0	0	1	0
4558	5	0	0	1	0
4559	4	0	0	1	0
4560	4	0	0	1	0
4561	4	0	1	1	0
4562	4	0	1	1	0
4563	4	0	0	1	0
4564	4	0	1	1	0
4565	5	0	1	1	0
4566	3	0	0	0	0
4567	4	0	1	1	0
4568	4	0	0	1	0
4569	5	0	0	1	0
4570	4	0	1	1	0
4571	4	0	1	1	0
4572	5	0	1	1	0
4573	5	0	1	1	0
4574	3	1	1	1	1
4575	4	0	1	1	0
4576	5	1	0	1	0
4577	5	0	0	1	0
4578	5	0	1	1	0
4579	3	1	1	1	0
4580	5	0	1	1	0
4581	4	0	0	1	0
4582	5	0	0	1	0
4583	4	0	0	1	0
4584	4	0	1	1	0
4585	5	0	0	1	0
4586	5	0	1	1	0
4587	5	0	0	1	0
4588	4	0	0	1	0
4589	4	0	0	1	0
4590	5	0	0	1	0
4591	4	0	0	1	0
4592	5	0	0	1	0
4593	5	1	0	1	0
4594	4	0	0	1	0
4595	4	0	0	1	0
4596	5	0	0	1	0
4597	5	0	0	1	0
4598	4	0	1	1	0
4599	5	0	0	1	0
4600	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
4601	3	0	1	1	0
4602	4	0	0	1	1
4603	5	0	0	1	0
4604	5	0	1	1	0
4605	4	0	0	0	0
4606	4	0	1	1	0
4607	4	0	0	1	0
4608	4	0	1	1	0
4609	4	0	0	1	0
4610	5	0	1	1	0
4611	5	0	1	1	0
4612	4	0	0	1	0
4613	4	0	0	1	0
4614	5	0	0	1	0
4615	4	0	0	1	0
4616	3	1	1	1	0
4617	5	0	0	1	0
4618	3	0	0	1	0
4619	5	0	1	1	0
4620	5	0	0	1	0
4621	5	0	1	1	0
4622	4	0	1	1	0
4623	5	0	0	1	0
4624	4	.	0	1	0
4625	5	0	0	1	0
4626	4	0	.	1	.
4627	5	0	0	1	0
4628	5	0	1	1	0
4629	5	0	0	1	0
4630	5	0	0	1	0
4631	3	0	0	1	0
4632	4	0	0	1	1
4633	5	0	0	1	0
4634	5	1	1	1	0
4635	5	0	0	1	1
4636	4	0	1	1	0
4637	4	0	1	1	0
4638	4	0	1	1	0
4639	4	0	0	1	1
4640	4	0	0	1	1
4641	5	0	0	1	0
4642	5	0	1	1	0
4643	5	0	0	1	0
4644	5	0	0	1	0
4645	4	0	1	1	0
4646	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
4647	5	0	1	1	0
4648	4	0	1	1	0
4649	4	0	0	1	0
4650	5	0	0	1	0
4651	5	0	1	1	0
4652	3	0	0	1	0
4653	4	0	1	1	0
4654	5	0	0	1	0
4655	5	0	0	1	0
4656	5	0	1	1	0
4657	5	0	0	1	0
4658	5	0	0	1	0
4659	4	1	1	1	1
4660	5	0	0	1	0
4661	4	1	1	1	0
4662	4	0	1	1	0
4663	5	0	1	1	0
4664	4	0	1	1	0
4665	4	0	1	1	0
4666	5	0	0	1	0
4667	5	1	1	1	0
4668	4	1	1	1	1
4669	4	0	0	1	0
4670	4	0	0	1	0
4671	4	0	0	1	1
4672	3	0	0	1	0
4673	3	0	1	1	0
4674	4	0	1	1	0
4675	5	0	1	1	0
4676	5	0	0	1	1
4677	3	0	1	1	0
4678	5	0	0	1	0
4679	5	0	0	1	0
4680	5	0	0	1	0
4681	4	0	0	1	0
4682	5	0	1	1	0
4683	4	0	0	1	0
4684	4	0	0	0	0
4685	4	0	0	1	0
4686	4	1	0	1	0
4687	4	0	1	1	0
4688	4	0	0	1	0
4689	4	0	0	1	0
4690	4	0	0	1	0
4691	5	0	0	1	0
4692	5	0	0	0	0

RandomID	D1	D2	D3	D4	D5
4693	5	0	1	1	0
4694	5	0	1	1	0
4695	4	0	0	1	0
4696	4	0	0	1	0
4697	4	0	0	1	0
4698	5	0	1	1	0
4699	5	1	1	1	0
4700	4	0	0	1	0
4701	5	0	0	1	0
4702	5	0	1	1	0
4703	5	0	0	1	0
4704	4	0	1	1	0
4705	5	0	0	1	0
4706	4	0	0	1	0
4707	5	0	0	1	0
4708	3	1	1	1	1
4709	4	1	1	0	0
4710	5	0	0	1	0
4711	4	0	0	1	0
4712	5	0	0	1	1
4713	4	0	0	1	0
4714	5	0	0	1	0
4715	3	0	1	1	0
4716	4	0	0	1	0
4717	4	0	1	1	0
4718	4	0	0	1	0
4719	5	0	0	1	0
4720	5	0	0	1	0
4721	4	0	0	1	0
4722	5	0	1	1	0
4723	4	0	1	1	1
4724	4	0	1	1	0
4725	5	0	0	1	0
4726	5	0	0	1	0
4727	4	0	1	1	0
4728	4	1	1	1	0
4729	4	0	1	1	0
4730	5	0	1	1	0
4731	4	0	1	1	0
4732	4	0	0	1	1
4733	4	0	0	1	0
4734	4	0	1	1	0
4735	4	0	1	1	1
4736	5	0	0	1	0
4737	4	0	1	1	0
4738	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
4739	5	0	1	1	0
4740	5	0	1	1	1
4741	5	0	1	1	0
4742	4	0	0	1	0
4743	4	0	0	1	0
4744	5	0	0	1	0
4745	5	0	1	1	0
4746	5	0	0	1	0
4747	5	0	0	1	0
4748	5	0	0	1	0
4749	5	0	1	1	0
4750	5	0	0	1	0
4751	5	0	0	1	0
4752	5	0	1	1	0
4753	5	0	0	1	0
4754	4	0	1	1	0
4755	5	0	0	1	0
4756	5	0	1	1	0
4757	4	0	0	1	0
4758	5	1	1	1	0
4759	4	0	0	1	0
4760	4	0	1	1	0
4761	4	0	1	1	0
4762	5	0	1	1	0
4763	5	0	0	1	0
4764	5	0	1	1	0
4765	4	0	0	1	0
4766	5	0	0	1	0
4767	5	0	1	0	0
4768	5	0	0	1	0
4769	4	0	1	1	0
4770	4	1	1	1	0
4771	5	0	1	1	0
4772	5	0	0	1	0
4773	4	0	0	1	0
4774	5	0	1	1	0
4775	4	0	0	1	0
4776	4	0	1	1	1
4777	4	0	1	1	0
4778	4	0	1	1	0
4779	4	0	0	1	0
4780	4	0	0	0	1
4781	4	0	0	1	0
4782	3	0	0	1	0
4783	5	0	0	1	0
4784	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
4785	5	0	0	1	0
4786	4	0	0	1	0
4787	4	0	0	1	0
4788	4	0	0	1	0
4789	4	0	0	1	0
4790	5	0	0	1	0
4791	4	0	0	1	0
4792	5	0	0	1	0
4793	5	0	1	1	0
4794	3	0	1	1	0
4795	5	0	0	1	0
4796	4	0	1	0	0
4797	4	0	0	1	1
4798	3	0	0	1	0
4799	4	0	1	1	0
4800	5	0	0	1	0
4801	5	0	1	1	0
4802	5	0	0	1	1
4803	5	1	0	1	0
4804	4	0	1	1	0
4805	5	0	0	1	0
4806	4	0	1	1	1
4807	5	0	0	1	0
4808	4	0	0	1	0
4809	5	0	1	1	0
4810	4	0	1	1	1
4811	5	0	0	1	0
4812	5	0	1	1	0
4813	5	0	1	1	1
4814	5	0	0	1	0
4815	4	0	0	1	1
4816	4	0	0	1	0
4817	5	0	1	1	0
4818	4	0	0	1	0
4819	4	1	1	1	0
4820	4	0	1	1	0
4821	4	0	1	1	1
4822	5	1	1	1	1
4823	4	0	1	1	0
4824	4	0	1	1	0
4825	4	0	0	0	0
4826	5	0	1	1	0
4827	5	0	0	1	0
4828	5	0	1	1	0
4829	5	0	0	1	0
4830	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
4831	4	1	1	1	0
4832	5	0	0	1	0
4833	5	0	0	1	0
4834	5	0	0	1	0
4835	5	0	0	1	0
4836	4	0	1	1	0
4837	4	0	0	1	1
4838	5	0	0	1	0
4839	5	0	0	1	0
4840	4	0	0	1	0
4841	4	0	0	1	0
4842	4	0	0	1	0
4843	5	1	1	1	1
4844	4	0	1	1	0
4845	5	0	1	1	0
4846	4	0	0	1	0
4847	5	0	1	1	0
4848	4	0	0	1	0
4849	5	0	0	1	0
4850	4	0	0	1	0
4851	5	0	0	1	0
4852	5	0	0	1	0
4853	5	0	1	1	1
4854	5	0	0	1	0
4855	5	0	0	1	0
4856	5	0	0	1	0
4857	5	0	0	0	0
4858	3	1	0	1	0
4859	4	0	1	1	0
4860	5	0	0	1	0
4861	4	0	0	1	0
4862	4	0	0	1	0
4863	4	0	1	1	0
4864	5	0	0	1	0
4865	4	0	1	1	0
4866	4	0	0	1	1
4867	5	0	0	1	0
4868	5	0	1	1	0
4869	5	0	1	1	0
4870	4	0	1	1	0
4871	5	0	0	0	0
4872	5	0	1	1	1
4873	4	0	1	1	0
4874	5	0	1	1	0
4875	4	0	0	1	0
4876	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
4877	4	0	0	1	0
4878	4	0	0	1	0
4879	5	0	0	1	0
4880	5	0	0	1	0
4881	3	0	0	1	0
4882	4	0	1	1	1
4883	5	0	0	1	0
4884	5	0	0	1	0
4885	4	0	0	1	0
4886	5	0	0	1	0
4887	5	0	0	1	0
4888	5	0	0	1	0
4889	5	0	0	1	0
4890	5	0	0	1	0
4891	5	0	0	1	0
4892	5	0	1	1	0
4893	4	0	1	1	0
4894	5	0	0	1	0
4895	4	0	1	1	0
4896	5	0	1	0	0
4897	4	1	1	1	0
4898	5	0	1	1	1
4899	3	0	0	1	0
4900	4	0	0	1	0
4901	4	0	1	1	0
4902	5	0	1	1	0
4903	5	0	0	1	0
4904	5	0	0	1	0
4905	5	0	1	1	0
4906	5	0	0	1	0
4907	5	0	0	1	0
4908	4	0	1	1	0
4909	4	0	0	1	0
4910	5	1	1	1	0
4911	4	0	1	1	0
4912	3	0	1	1	0
4913	5	0	0	1	0
4914	5	1	0	1	0
4915	4	0	1	1	0
4916	4	0	0	1	0
4917	3	0	1	1	0
4918	5	0	1	1	0
4919	4	0	0	1	0
4920	3	0	0	1	0
4921	4	0	1	1	0
4922	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
4923	5	0	1	1	0
4924	5	0	0	1	0
4925	5	0	1	1	1
4926	5	0	0	1	0
4927	5	0	1	1	0
4928	4	0	0	1	1
4929	4	0	0	1	0
4930	5	0	0	1	0
4931	5	0	0	1	0
4932	5	0	0	1	0
4933	5	0	0	1	0
4934	5	0	0	1	0
4935	4	0	1	1	0
4936	4	0	0	1	0
4937	4	1	1	1	0
4938	5	0	0	1	0
4939	5	0	0	1	0
4940	5	0	0	1	0
4941	5	0	0	1	0
4942	4	0	0	1	0
4943	5	0	1	1	0
4944	5	0	0	1	0
4945	5	0	0	0	0
4946	4	1	1	1	0
4947	4	0	0	1	0
4948	4	0	0	1	0
4949	5	0	0	1	0
4950	4	0	0	1	0
4951	5	0	0	1	0
4952	5	0	1	1	0
4953	5	1	1	1	1
4954	4	0	1	0	0
4955	5	0	1	1	0
4956	5	0	0	1	0
4957	5	0	0	1	0
4958	4	0	0	1	0
4959	5	1	1	0	1
4960	5	0	0	1	0
4961	4	0	0	1	0
4962	5	0	0	1	0
4963	4	0	0	1	0
4964	4	0	0	1	0
4965	4	0	0	1	0
4966	5	0	0	1	0
4967	4	0	1	1	0
4968	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
4969	4	0	1	1	0
4970	5	0	0	1	1
4971	5	0	0	1	0
4972	4	0	1	1	0
4973	4	1	1	1	1
4974	5	0	1	1	1
4975	5	0	0	1	0
4976	5	0	0	1	0
4977	4	0	1	1	0
4978	4	0	0	1	0
4979	5	0	0	1	0
4980	4	1	0	1	0
4981	4	1	1	1	0
4982	4	0	1	1	0
4983	3	1	0	1	0
4984	5	0	0	1	0
4985	5	0	1	1	0
4986	5	0	0	1	0
4987	4	0	1	1	0
4988	4	0	0	1	0
4989	4	0	0	1	0
4990	4	0	0	1	0
4991	5	0	0	1	0
4992	5	0	0	1	0
4993	5	0	1	1	0
4994	4	0	0	1	0
4995	4	0	0	1	0
4996	4	0	1	1	0
4997	4	0	1	1	1
4998	3	0	1	1	0
4999	5	0	0	1	0
5000	5	0	1	1	1
5001	4	0	0	1	0
5002	4	0	1	1	0
5003	3	0	0	1	0
5004	4	0	0	1	0
5005	4	0	1	1	0
5006	5	0	1	1	0
5007	5	0	1	1	0
5008	4	0	0	1	0
5009	3	0	1	1	0
5010	5	0	1	1	0
5011	5	0	0	1	0
5012	4	0	1	1	0
5013	5	0	0	0	0
5014	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5015	4	0	1	1	0
5016	4	0	0	1	0
5017	4	1	1	1	0
5018	5	0	0	1	0
5019	3	0	1	1	1
5020	5	0	0	1	0
5021	5	0	1	1	0
5022	4	0	1	1	0
5023	5	0	0	1	1
5024	5	0	1	1	0
5025	5	0	0	1	0
5026	3	0	0	1	0
5027	4	0	0	1	1
5028	4	0	0	1	0
5029	4	0	0	1	0
5030	5	0	1	1	0
5031	5	0	1	1	0
5032	3	0	1	1	0
5033	5	0	0	1	0
5034	4	0	1	1	0
5035	3	0	1	1	0
5036	4	0	0	1	0
5037	5	1	0	1	0
5038	4	0	0	1	0
5039	4	0	0	1	0
5040	3	1	1	1	0
5041	5	0	1	1	1
5042	4	0	0	1	1
5043	5	0	0	1	0
5044	5	0	0	0	0
5045	5	0	0	1	0
5046	4	0	0	1	0
5047	5	0	0	1	0
5048	4	0	0	1	0
5049	4	0	0	0	0
5050	4	0	0	1	0
5051	5	0	1	1	0
5052	5	0	1	1	0
5053	5	0	1	1	0
5054	5	0	0	1	1
5055	5	0	0	1	0
5056	5	0	0	1	0
5057	4	0	0	1	1
5058	5	0	1	1	0
5059	5	0	1	1	0
5060	3	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5061	5	0	0	1	0
5062	4	0	0	1	0
5063	5	0	0	1	0
5064	5	0	0	1	0
5065	5	0	0	1	0
5066	4	0	0	1	0
5067	5	0	1	1	0
5068	4	0	1	1	0
5069	5	0	0	1	0
5070	5	1	0	1	0
5071	5	0	0	1	0
5072	5	0	1	1	0
5073	5	0	0	1	0
5074	4	1	1	1	0
5075	5	0	0	1	0
5076	5	0	1	1	0
5077	4	0	0	1	0
5078	5	0	1	1	1
5079	4	1	0	1	1
5080	5	1	1	1	0
5081	3	0	1	1	0
5082	5	0	1	1	0
5083	5	0	1	1	0
5084	5	0	1	1	0
5085	4	0	1	1	0
5086	5	0	0	1	1
5087	5	0	0	1	0
5088	5	0	0	1	1
5089	5	0	0	1	0
5090	5	0	1	1	1
5091	5	0	0	1	0
5092	4	0	1	1	0
5093	5	0	0	1	0
5094	5	0	1	1	0
5095	5	0	0	1	0
5096	5	0	1	1	0
5097	3	0	0	1	0
5098	3	0	0	1	0
5099	4	0	1	1	0
5100	4	0	0	1	0
5101	4	0	0	1	0
5102	5	0	1	1	0
5103	5	1	0	1	0
5104	5	0	1	1	0
5105	4	0	1	1	1
5106	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
5107	4	0	0	1	0
5108	4	0	0	1	0
5109	3	0	0	1	0
5110	3	0	0	1	0
5111	5	0	0	1	0
5112	3	1	1	1	0
5113	5	1	0	1	1
5114	4	0	1	1	0
5115	4	0	1	1	0
5116	3	0	0	1	0
5117	4	0	0	1	0
5118	3	0	0	1	0
5119	3	0	1	1	0
5120	4	0	1	1	0
5121	5	0	0	1	0
5122	4	0	0	1	0
5123	4	0	1	1	0
5124	4	0	0	1	0
5125	4	0	0	1	0
5126	5	0	0	1	0
5127	5	0	1	1	0
5128	5	0	0	1	0
5129	5	0	0	1	0
5130	5	0	1	1	0
5131	5	0	0	0	1
5132	5	0	0	1	0
5133	5	0	0	1	0
5134	5	0	1	1	1
5135	5	0	0	1	0
5136	3	0	1	1	1
5137	5	0	0	1	0
5138	4	0	0	1	0
5139	4	0	1	1	0
5140	5	0	1	1	0
5141	4	0	0	1	0
5142	4	0	1	1	0
5143	5	0	0	1	0
5144	4	1	1	1	0
5145	5	0	0	1	0
5146	4	0	0	1	0
5147	5	0	1	0	0
5148	5	0	0	1	0
5149	4	0	1	1	0
5150	3	1	1	1	0
5151	5	0	0	1	1
5152	4	0	0	1	1

RandomID	D1	D2	D3	D4	D5
5153	5	0	1	1	0
5154	5	0	0	1	0
5155	4	0	1	1	0
5156	4	0	0	1	0
5157	5	0	0	1	0
5158	5	0	1	1	0
5159	4	0	1	1	1
5160	3	0	0	0	0
5161	5	0	0	0	0
5162	4	0	1	1	1
5163	5	0	0	1	0
5164	4	0	1	1	1
5165	4	0	0	1	0
5166	4	1	1	1	1
5167	5	0	0	0	0
5168	5	0	0	1	1
5169	5	0	0	1	0
5170	5	0	0	1	0
5171	4	0	0	1	0
5172	5	1	0	1	1
5173	4	0	1	1	0
5174	5	0	1	1	0
5175	5	0	0	1	0
5176	4	0	1	1	0
5177	4	0	0	1	0
5178	4	0	0	1	0
5179	5	0	1	1	0
5180	4	0	1	1	1
5181	3	0	0	1	0
5182	4	0	1	1	0
5183	4	0	1	1	0
5184	4	0	0	1	0
5185	3	1	1	1	0
5186	3	0	1	1	0
5187	5	0	0	1	0
5188	5	0	1	1	0
5189	4	0	0	1	0
5190	4	0	0	1	0
5191	5	0	0	1	0
5192	4	0	1	1	0
5193	5	0	0	1	0
5194	4	0	1	1	0
5195	5	0	1	1	0
5196	5	0	0	1	1
5197	3	0	1	1	1
5198	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5199	5	0	1	1	0
5200	4	0	0	1	0
5201	5	0	0	1	0
5202	5	0	1	1	0
5203	5	0	0	1	0
5204	4	0	0	1	0
5205	4	0	0	1	0
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5207	4	0	0	1	0
5208	4	0	0	0	0
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5210	5	0	0	1	0
5211	4	0	1	1	0
5212	4	0	1	1	0
5213	5	0	1	0	0
5214	4	0	1	1	0
5215	5	0	0	1	0
5216	4	0	1	1	0
5217	4	0	1	1	0
5218	5	0	0	1	0
5219	4	0	0	1	0
5220	4	0	0	1	0
5221	4	0	0	1	0
5222	4	0	1	1	0
5223	4	0	1	1	0
5224	4	0	0	1	0
5225	5	0	1	1	0
5226	4	1	1	1	0
5227	4	0	0	1	0
5228	4	0	0	1	0
5229	4	0	1	1	0
5230	5	0	1	1	0
5231	4	0	0	1	0
5232	3	0	0	1	0
5233	4	1	0	1	0
5234	5	1	1	1	0
5235	4	0	0	1	0
5236	4	0	1	1	0
5237	3	0	1	1	0
5238	4	0	0	1	0
5239	4	0	1	1	0
5240	4	0	0	1	0
5241	5	0	0	1	0
5242	5	1	1	1	0
5243	4	0	0	1	0
5244	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5245	5	0	0	1	0
5246	5	0	0	1	0
5247	4	0	1	1	0
5248	5	0	1	1	0
5249	5	0	0	1	0
5250	4	0	1	1	1
5251	5	0	0	1	0
5252	.	.	.	.	.
5253	4	0	0	1	0
5254	4	0	1	1	0
5255	4	0	0	1	0
5256	4	0	1	1	0
5257	5	0	0	1	0
5258	3	0	0	1	0
5259	4	0	0	1	0
5260	4	0	1	1	0
5261	4	0	1	1	0
5262	5	1	1	1	1
5263	4	0	1	1	0
5264	5	0	1	1	0
5265	5	0	1	1	0
5266	5	0	0	1	0
5267	4	0	1	1	0
5268	4	0	0	1	0
5269	4	0	0	1	0
5270	3	0	0	1	0
5271	5	1	1	1	0
5272	4	0	0	1	0
5273	5	0	0	1	0
5274	5	0	0	1	0
5275	4	0	0	1	0
5276	4	0	1	1	1
5277	4	0	0	1	1
5278	4	0	0	1	0
5279	5	0	0	1	0
5280	5	0	0	1	0
5281	5	0	0	1	0
5282	5	0	1	1	0
5283	4	0	0	1	0
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5285	5	0	0	1	0
5286	4	1	0	1	0
5287	4	0	0	1	0
5288	4	0	1	1	0
5289	5	1	1	1	0
5290	3	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5291	4	0	0	1	0
5292	4	0	1	1	0
5293	3	0	1	1	1
5294	4	0	0	1	0
5295	5	0	1	1	0
5296	5	0	1	1	0
5297	5	0	0	1	0
5298	4	0	0	1	0
5299	4	0	0	1	0
5300	5	0	1	1	0
5301	5	0	0	1	0
5302	5	0	1	1	1
5303	4	0	0	1	1
5304	4	0	0	0	0
5305	4	0	1	1	0
5306	4	0	1	1	0
5307	5	0	0	1	0
5308	5	0	1	1	1
5309	4	0	0	1	0
5310	5	0	1	1	0
5311	4	0	0	1	0
5312	4	0	1	1	1
5313	5	0	0	1	0
5314	4	0	0	1	0
5315	4	0	1	1	0
5316	4	0	0	1	0
5317	5	0	1	0	0
5318	4	0	0	1	0
5319	5	0	0	1	0
5320	3	0	0	1	0
5321	5	1	0	1	0
5322	5	0	0	1	0
5323	4	0	0	1	1
5324	4	0	0	1	0
5325	4	0	0	1	0
5326	5	0	1	1	0
5327	5	0	0	1	0
5328	5	0	0	1	0
5329	5	0	0	1	0
5330	5	0	1	1	0
5331	4	0	0	1	0
5332	4	0	1	1	0
5333	5	0	0	1	0
5334	5	0	0	1	0
5335	5	0	1	1	0
5336	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5337	4	0	1	1	0
5338	4	0	0	1	0
5339	4	0	1	1	0
5340	4	0	0	1	0
5341	3	0	0	1	0
5342	5	0	1	1	0
5343	5	0	0	1	0
5344	5	0	1	1	0
5345	4	1	1	1	0
5346	5	0	0	1	0
5347	5	0	1	1	0
5348	5	1	1	1	1
5349	4	0	1	1	1
5350	5	0	1	1	0
5351	4	0	1	1	0
5352	4	0	0	1	0
5353	4	0	0	1	0
5354	5	0	0	1	0
5355	5	0	1	1	0
5356	5	0	1	1	0
5357	5	0	0	1	0
5358	5	0	0	1	0
5359	4	0	0	1	0
5360	5	0	1	1	0
5361	4	1	1	1	1
5362	4	0	0	1	0
5363	5	0	0	1	0
5364	5	0	0	1	0
5365	4	0	0	1	0
5366	5	0	1	1	1
5367	4	0	1	1	0
5368	5	0	1	1	0
5369	5	0	1	1	1
5370	5	0	1	1	0
5371	4	0	0	1	0
5372	3	0	0	1	0
5373	4	0	0	1	0
5374	5	0	0	1	0
5375	5	0	1	1	1
5376	5	0	0	1	1
5377	4	0	0	1	0
5378	5	0	1	1	0
5379	4	0	0	1	0
5380	5	0	1	1	0
5381	5	0	1	1	0
5382	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5383	4	0	0	1	1
5384	4	0	0	1	0
5385	5	1	0	1	0
5386	4	0	1	0	1
5387	5	0	0	1	0
5388	5	0	1	1	1
5389	3	0	0	1	0
5390	4	0	1	1	0
5391	3	0	0	1	0
5392	5	1	1	1	0
5393	5	0	0	1	0
5394	4	1	1	1	0
5395	4	1	1	0	0
5396	4	0	0	1	0
5397	4	0	1	1	0
5398	5	0	0	1	0
5399	5	0	0	1	0
5400	5	0	1	1	0
5401	5	0	1	1	0
5402	4	0	0	1	0
5403	4	0	1	1	0
5404	5	0	1	1	0
5405	5	0	0	1	1
5406	5	0	0	1	1
5407	5	1	1	1	0
5408	5	0	0	1	0
5409	4	0	0	1	0
5410	5	0	0	1	0
5411	1	0	1	1	0
5412	5	0	0	1	0
5413	4	0	0	1	0
5414	4	0	0	1	0
5415	4	.	0	1	1
5416	4	0	1	1	0
5417	5	0	1	1	0
5418	4	0	1	1	0
5419	5	0	0	1	0
5420	5	0	0	1	0
5421	4	1	0	1	0
5422	5	0	1	1	0
5423	5	0	0	1	0
5424	5	0	0	1	0
5425	5	1	0	1	0
5426	5	0	0	1	1
5427	5	0	0	1	0
5428	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5429	5	0	0	1	0
5430	4	0	1	1	0
5431	4	0	1	1	0
5432	5	0	1	1	0
5433	4	0	1	1	0
5434	5	0	1	1	0
5435	4	0	0	1	0
5436	5	0	0	1	0
5437	4	0	0	1	0
5438	4	0	1	1	0
5439	5	0	0	1	0
5440	4	0	1	1	1
5441	5	0	1	1	0
5442	3	1	0	1	1
5443	5	0	0	1	0
5444	5	0	1	1	0
5445	4	0	0	1	0
5446	5	0	1	1	0
5447	4	1	1	1	0
5448	5	0	1	1	1
5449	5	0	1	1	0
5450	3	1	0	1	0
5451	5	0	0	1	0
5452	5	0	1	1	0
5453	5	0	1	1	0
5454	4	0	0	1	0
5455	5	0	1	1	0
5456	4	1	1	0	0
5457	4	0	0	1	0
5458	5	0	1	1	0
5459	5	0	0	1	0
5460	4	0	0	1	0
5461	5	0	1	1	1
5462	5	0	1	1	0
5463	5	0	0	1	0
5464	3	0	1	1	1
5465	5	0	0	1	0
5466	4	0	1	1	0
5467	3	1	1	1	0
5468	5	0	0	1	1
5469	4	0	1	1	0
5470	5	0	0	1	1
5471	5	0	0	1	0
5472	5	0	0	1	0
5473	5	0	1	1	0
5474	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5475	5	0	1	1	0
5476	5	0	0	1	1
5477	5	0	1	1	1
5478	4	0	0	1	0
5479	5	0	0	1	1
5480	4	0	0	1	0
5481	5	0	0	1	0
5482	5	0	1	1	0
5483	4	1	1	1	0
5484	5	0	0	0	0
5485	5	0	0	1	0
5486	4	1	1	1	0
5487	4	0	0	1	0
5488	4	0	0	1	0
5489	5	0	0	1	0
5490	5	0	0	0	0
5491	5	0	0	1	0
5492	4	0	0	1	0
5493	4	0	1	1	1
5494	4	1	1	1	0
5495	4	0	0	1	0
5496	4	0	0	1	1
5497	4	1	1	1	0
5498	5	0	0	1	0
5499	4	0	0	1	0
5500	5	0	0	1	0
5501	5	0	1	1	0
5502	4	0	0	1	0
5503	4	0	0	1	0
5504	5	0	0	1	0
5505	4	0	1	1	0
5506	4	0	1	1	0
5507	5	0	0	1	0
5508	5	0	0	1	0
5509	4	0	0	1	0
5510	5	0	0	1	0
5511	5	0	0	1	0
5512	4	0	0	1	0
5513	5	0	1	1	1
5514	4	0	1	1	1
5515	5	0	1	1	0
5516	5	0	0	1	0
5517	4	0	1	1	0
5518	4	0	0	1	0
5519	4	0	0	1	0
5520	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
5521	3	0	0	1	0
5522	3	0	0	1	0
5523	4	0	0	1	0
5524	5	1	0	1	0
5525	3	0	0	1	0
5526	4	0	0	1	1
5527	5	0	0	1	0
5528	4	0	1	1	0
5529	5	0	0	1	0
5530	5	0	0	1	0
5531	5	0	0	1	0
5532	3	0	1	1	0
5533	4	0	0	1	0
5534	.	.	.	.	.
5535	4	0	1	1	0
5536	4	0	1	1	0
5537	3	0	1	1	0
5538	5	0	1	1	0
5539	5	0	1	0	0
5540	4	0	1	1	0
5541	5	0	0	1	1
5542	5	0	0	1	0
5543	4	0	0	1	0
5544	2	1	1	1	0
5545	4	0	0	1	0
5546	5	1	0	1	0
5547	5	1	1	1	0
5548	5	0	1	1	0
5549	4	0	0	1	1
5550	4	0	1	1	0
5551	4	0	0	1	0
5552	4	0	1	1	0
5553	5	0	1	1	0
5554	4	0	0	1	0
5555	4	0	1	1	0
5556	5	0	0	1	0
5557	5	0	0	1	0
5558	4	1	1	1	0
5559	5	0	1	1	0
5560	4	0	0	1	0
5561	5	0	0	1	0
5562	4	0	0	1	0
5563	5	0	0	0	0
5564	3	0	0	1	0
5565	3	0	1	1	0
5566	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5567	4	0	0	1	0
5568	4	0	0	1	0
5569	4	0	1	1	0
5570	5	0	0	1	0
5571	4	0	1	1	0
5572	5	0	0	1	0
5573	5	0	0	1	0
5574	3	0	0	1	0
5575	5	0	1	1	0
5576	5	0	0	1	0
5577	5	0	0	1	0
5578	5	0	1	1	0
5579	4	0	0	1	0
5580	5	0	1	1	0
5581	5	0	1	1	0
5582	5	1	0	1	0
5583	5	0	0	1	0
5584	5	0	1	1	0
5585	4	0	1	1	1
5586	4	0	0	1	1
5587	4	0	1	1	0
5588	3	0	0	1	1
5589	5	0	1	1	1
5590	5	0	1	1	0
5591	4	1	1	1	0
5592	4	0	0	1	0
5593	4	0	0	1	0
5594	5	0	0	1	0
5595	5	0	0	1	0
5596	4	1	0	1	0
5597	4	0	0	1	0
5598	4	0	1	1	0
5599	4	0	0	1	0
5600	4	0	0	1	0
5601	5	0	0	1	0
5602	4	0	0	1	0
5603	5	0	1	1	0
5604	4	0	1	1	0
5605	4	1	0	1	0
5606	5	0	0	1	0
5607	5	0	0	1	0
5608	5	0	0	1	0
5609	5	1	1	1	0
5610	5	0	1	1	0
5611	4	0	0	1	1
5612	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5613	5	0	0	1	0
5614	4	0	0	1	0
5615	4	0	0	1	0
5616	5	0	0	1	0
5617	4	0	0	1	0
5618	4	1	1	1	0
5619	5	0	1	1	0
5620	5	0	1	1	0
5621	4	0	0	1	0
5622	4	1	1	1	0
5623	5	0	0	1	0
5624	5	0	0	1	1
5625	5	0	1	1	0
5626	5	0	1	1	0
5627	5	0	0	1	1
5628	5	0	1	1	0
5629	5	0	0	1	0
5630	5	0	0	1	0
5631	5	0	1	1	0
5632	5	1	0	1	1
5633	4	0	1	1	0
5634	5	0	1	1	0
5635	5	0	0	1	0
5636	5	0	0	1	0
5637	3	0	0	1	0
5638	4	0	1	1	0
5639	5	0	0	1	0
5640	4	0	1	1	0
5641	5	0	0	1	0
5642	4	0	1	1	0
5643	5	0	1	1	0
5644	5	0	0	1	1
5645	5	0	1	1	0
5646	4	0	1	1	0
5647	5	0	0	1	0
5648	4	0	1	1	0
5649	4	0	0	1	0
5650	5	0	0	1	0
5651	5	0	0	1	0
5652	5	0	0	1	0
5653	4	0	1	1	1
5654	5	0	0	1	0
5655	4	0	1	1	0
5656	4	0	1	1	0
5657	4	0	0	1	0
5658	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5659	4	0	0	1	0
5660	5	0	1	1	0
5661	5	0	0	1	0
5662	5	0	1	1	1
5663	5	1	0	1	1
5664	5	0	0	1	0
5665	4	0	1	1	1
5666	4	0	0	1	0
5667	5	0	0	1	0
5668	4	0	0	1	1
5669	5	0	1	1	0
5670	4	1	1	1	0
5671	4	0	0	1	0
5672	5	0	1	1	0
5673	4	0	1	1	1
5674	4	0	0	1	0
5675	4	0	0	1	0
5676	5	0	0	1	0
5677	5	0	1	1	0
5678	4	0	0	1	0
5679	4	0	1	1	0
5680	5	0	0	1	0
5681	5	0	0	1	1
5682	4	0	1	1	1
5683	5	0	0	1	0
5684	5	0	0	1	0
5685	5	1	1	1	1
5686	4	0	0	1	0
5687	4	0	1	1	0
5688	4	0	1	1	0
5689	5	0	1	1	0
5690	4	0	1	1	0
5691	4	1	1	1	0
5692	4	0	1	1	0
5693	5	0	0	1	0
5694	3	0	0	1	0
5695	5	0	1	1	0
5696	5	0	1	1	1
5697	5	0	0	1	0
5698	5	0	0	1	0
5699	4	0	0	1	0
5700	5	0	1	1	0
5701	4	0	0	1	0
5702	4	0	1	1	0
5703	4	0	0	1	0
5704	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5705	3	0	0	1	0
5706	4	0	1	1	0
5707	5	0	1	1	0
5708	5	0	0	1	0
5709	4	0	0	1	0
5710	3	0	1	1	0
5711	4	0	0	1	0
5712	4	0	0	1	0
5713	4	0	1	1	0
5714	4	0	1	1	0
5715	5	0	1	1	0
5716	5	0	0	1	1
5717	5	0	0	1	0
5718	4	0	0	1	0
5719	3	0	0	1	0
5720	5	0	0	1	0
5721	5	0	0	1	0
5722	4	0	0	1	0
5723	3	0	1	1	0
5724	5	0	1	0	0
5725	5	0	0	1	0
5726	4	0	1	1	0
5727	4	0	0	1	0
5728	5	0	1	1	0
5729	5	0	1	1	0
5730	4	0	0	1	0
5731	5	0	1	1	0
5732	4	0	1	1	0
5733	5	0	0	1	0
5734	5	0	1	1	0
5735	5	0	0	1	0
5736	5	0	1	1	1
5737	5	0	1	1	0
5738	4	0	1	1	0
5739	4	0	1	1	0
5740	5	0	1	1	0
5741	5	0	1	1	0
5742	5	0	0	1	0
5743	5	0	1	1	0
5744	4	0	1	1	0
5745	4	0	1	1	0
5746	5	1	1	1	1
5747	5	0	1	1	0
5748	4	0	0	1	0
5749	5	0	0	1	0
5750	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
5751	5	1	1	1	1
5752	4	0	1	1	0
5753	4	0	0	1	0
5754	4	0	1	1	0
5755	5	0	0	1	0
5756	5	0	1	1	0
5757	5	0	1	1	1
5758	4	0	1	1	0
5759	5	0	1	1	0
5760	4	0	1	1	0
5761	5	0	1	1	0
5762	4	0	0	1	0
5763	4	0	0	1	0
5764	5	0	0	1	0
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5766	5	0	0	1	0
5767	5	0	1	1	0
5768	5	0	1	1	0
5769	5	0	0	1	1
5770	4	0	1	1	0
5771	5	0	1	1	0
5772	5	0	0	0	0
5773	4	0	1	1	0
5774	5	0	1	1	1
5775	3	0	0	1	0
5776	5	0	1	1	1
5777	4	0	1	1	0
5778	5	0	1	1	0
5779	5	0	0	1	0
5780	4	0	0	1	0
5781	4	0	1	1	0
5782	4	0	0	1	0
5783	5	0	0	1	0
5784	4	0	1	1	0
5785	4	0	0	1	0
5786	5	0	1	1	0
5787	4	0	0	1	0
5788	5	0	1	1	0
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5791	5	0	0	1	0
5792	4	0	0	1	0
5793	5	0	0	1	1
5794	5	0	1	1	0
5795	5	0	1	1	0
5796	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5797	4	0	0	1	0
5798	5	0	0	1	0
5799	4	1	1	0	0
5800	5	0	0	1	0
5801	5	0	0	1	0
5802	4	0	0	1	0
5803	5	0	0	1	0
5804	3	0	1	1	0
5805	5	0	0	1	1
5806	4	0	1	1	0
5807	5	1	0	1	1
5808	4	0	0	1	0
5809	4	0	0	1	0
5810	4	0	0	1	0
5811	5	0	1	1	0
5812	5	0	0	1	0
5813	4	0	0	1	0
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5816	5	0	0	1	0
5817	4	0	0	0	0
5818	4	0	0	1	0
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5820	4	0	1	1	0
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5826	5	0	1	1	0
5827	5	0	0	1	0
5828	4	0	0	1	1
5829	4	0	0	1	0
5830	5	0	0	1	0
5831	5	0	1	1	0
5832	5	0	0	1	0
5833	4	0	0	1	0
5834	4	0	0	1	0
5835	4	0	0	1	0
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5837	5	0	0	1	0
5838	5	0	0	1	0
5839	5	1	1	1	0
5840	4	0	1	1	0
5841	4	0	0	1	0
5842	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
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5844	5	0	0	1	0
5845	4	0	0	1	1
5846	5	0	0	1	0
5847	5	1	0	1	0
5848	5	0	0	1	0
5849	5	0	0	1	0
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5851	4	0	0	1	0
5852	5	0	1	1	0
5853	5	0	0	1	0
5854	5	0	0	1	0
5855	5	0	1	1	0
5856	5	0	1	0	1
5857	4	0	1	1	0
5858	4	0	1	1	1
5859	5	0	1	1	0
5860	5	0	1	1	0
5861	5	0	0	1	0
5862	5	0	1	1	0
5863	5	0	1	1	0
5864	4	0	0	1	0
5865	4	1	1	0	0
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5868	5	0	0	1	0
5869	4	0	1	1	0
5870	5	0	1	1	1
5871	4	0	1	1	0
5872	5	0	0	1	0
5873	4	0	0	1	0
5874	5	0	0	1	0
5875	4	0	1	1	0
5876	4	0	1	1	0
5877	5	0	0	1	0
5878	3	0	0	1	0
5879	5	0	1	1	0
5880	4	0	0	1	0
5881	5	0	1	1	0
5882	5	0	1	1	0
5883	5	0	0	1	0
5884	4	0	0	1	0
5885	3	0	0	1	1
5886	5	0	0	0	1
5887	4	0	1	1	0
5888	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5889	5	0	1	1	0
5890	5	0	0	1	0
5891	5	1	1	1	0
5892	4	0	0	1	0
5893	5	0	1	1	0
5894	4	0	0	1	0
5895	4	0	0	1	0
5896	5	0	0	1	0
5897	5	0	0	1	0
5898	5	0	0	0	0
5899	4	0	0	1	0
5900	4	0	0	1	0
5901	3	1	0	1	0
5902	4	0	1	1	0
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5904	5	0	0	1	0
5905	4	0	0	1	0
5906	4	0	1	1	1
5907	4	0	0	1	0
5908	5	0	1	1	0
5909	4	0	0	1	0
5910	4	0	0	1	1
5911	5	0	1	1	0
5912	4	0	0	1	0
5913	5	0	0	1	0
5914	5	0	0	1	0
5915	5	0	1	1	0
5916	4	0	1	1	0
5917	5	0	1	1	1
5918	5	0	1	1	0
5919	4	0	1	1	0
5920	5	0	1	1	0
5921	4	0	1	1	0
5922	4	0	0	1	0
5923	5	0	1	1	0
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5926	4	0	1	1	0
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5929	5	0	1	1	0
5930	5	0	0	1	0
5931	5	0	0	1	0
5932	4	0	1	1	0
5933	3	0	1	0	0
5934	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
5935	4	0	1	0	0
5936	3	0	0	1	0
5937	5	0	1	1	0
5938	4	1	0	1	0
5939	5	0	0	1	0
5940	5	0	0	1	0
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5950	3	0	0	0	0
5951	4	0	0	1	0
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5953	5	0	0	1	0
5954	5	0	0	1	0
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5961	4	0	1	1	0
5962	5	0	0	1	0
5963	4	0	1	1	1
5964	5	0	1	1	0
5965	4	1	1	1	0
5966	5	0	0	1	0
5967	5	0	0	1	1
5968	4	0	0	1	0
5969	5	0	0	1	0
5970	4	0	0	1	0
5971	5	0	1	1	0
5972	5	0	1	1	1
5973	4	0	0	1	0
5974	5	0	0	1	0
5975	4	0	1	1	0
5976	5	0	1	1	0
5977	4	0	0	1	0
5978	4	0	0	1	0
5979	5	0	0	1	1
5980	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
5981	4	0	0	1	0
5982	5	0	1	1	0
5983	5	0	1	1	1
5984	4	0	1	1	1
5985	5	0	0	1	0
5986	3	0	1	1	1
5987	5	0	1	1	0
5988	4	1	0	1	0
5989	5	0	0	1	0
5990	4	1	1	1	0
5991	4	0	0	1	0
5992	4	0	0	1	0
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6001	5	0	0	1	0
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6004	5	0	0	1	0
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6009	5	0	0	1	0
6010	5	0	0	1	0
6011	5	0	0	1	0
6012	5	0	1	1	0
6013	4	0	1	1	0
6014	4	0	1	1	0
6015	5	1	1	1	1
6016	5	1	1	1	1
6017	3	0	1	1	1
6018	5	0	1	1	0
6019	4	0	0	1	0
6020	4	0	0	1	0
6021	4	0	1	1	0
6022	4	0	1	1	0
6023	5	0	0	1	0
6024	4	1	0	1	0
6025	5	0	1	1	0
6026	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
6027	4	0	0	1	0
6028	5	0	0	1	0
6029	5	0	0	1	0
6030	4	0	1	1	0
6031	4	1	1	1	0
6032	4	0	0	1	0
6033	4	0	0	1	0
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6035	5	0	0	1	0
6036	5	0	1	1	0
6037	5	0	0	1	0
6038	4	0	0	1	0
6039	5	0	0	1	0
6040	4	0	0	1	0
6041	5	0	1	1	0
6042	5	0	0	1	1
6043	2	1	1	1	0
6044	2	0	1	1	1
6045	4	0	1	1	1
6046	4	0	0	1	0
6047	4	0	1	1	0
6048	4	0	1	1	0
6049	5	0	0	1	0
6050	5	0	0	1	0
6051	4	0	1	1	0
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6053	5	0	0	0	0
6054	3	0	0	1	1
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6056	5	0	0	1	0
6057	4	1	0	1	0
6058	5	1	0	1	0
6059	5	0	0	1	0
6060	5	0	0	1	0
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6062	5	0	0	1	0
6063	5	0	0	1	0
6064	5	0	1	1	0
6065	4	0	1	1	0
6066	3	0	1	1	0
6067	4	0	0	1	0
6068	5	0	1	1	0
6069	5	0	1	1	0
6070	4	0	0	1	0
6071	5	0	1	1	0
6072	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
6073	4	0	1	1	0
6074	4	0	1	0	1
6075	4	0	1	1	0
6076	5	0	1	1	0
6077	4	1	0	1	0
6078	3	0	1	1	0
6079	5	0	0	1	0
6080	5	0	1	1	0
6081	5	0	1	1	0
6082	4	0	1	1	1
6083	5	0	0	1	0
6084	3	0	1	1	0
6085	5	0	1	1	0
6086	4	0	0	1	0
6087	4	0	1	1	0
6088	4	0	0	1	0
6089	4	0	1	1	0
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6091	5	0	0	1	0
6092	5	0	0	1	0
6093	5	0	0	1	0
6094	5	0	1	1	0
6095	4	0	0	1	0
6096	3	0	0	1	0
6097	5	0	1	1	0
6098	4	0	1	1	0
6099	4	0	1	1	0
6100	4	0	0	1	0
6101	5	0	0	1	0
6102	5	0	1	1	0
6103	5	1	1	1	0
6104	4	1	0	1	0
6105	3	0	1	1	1
6106	5	0	0	1	0
6107	4	0	0	1	0
6108	5	0	0	1	0
6109	5	1	0	1	0
6110	5	0	0	1	0
6111	5	0	1	1	0
6112	5	0	1	1	0
6113	4	0	1	1	0
6114	5	0	0	1	0
6115	4	1	0	1	0
6116	4	1	1	1	0
6117	5	0	1	1	0
6118	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
6119	4	0	1	1	0
6120	4	0	0	1	0
6121	5	0	0	1	0
6122	5	1	0	1	0
6123	4	0	1	1	0
6124	5	0	0	1	1
6125	3	0	1	1	0
6126	4	0	1	1	1
6127	5	0	0	1	0
6128	4	0	0	1	0
6129	4	0	0	1	0
6130	3	0	1	1	0
6131	5	0	1	1	0
6132	4	0	1	0	0
6133	5	0	0	0	0
6134	5	0	1	1	0
6135	4	0	1	1	0
6136	5	0	1	1	0
6137	5	0	1	1	0
6138	5	0	0	1	0
6139	5	0	1	1	0
6140	3	0	0	1	0
6141	4	0	1	1	0
6142	4	0	0	1	0
6143	5	0	1	1	0
6144	5	0	0	1	0
6145	4	0	1	1	0
6146	4	0	0	1	0
6147	5	0	1	1	0
6148	5	1	1	1	1
6149	5	0	0	1	0
6150	5	0	1	0	0
6151	5	0	0	1	0
6152	4	1	0	1	0
6153	5	0	1	1	0
6154	5	0	0	1	0
6155	5	0	0	1	0
6156	5	0	0	1	0
6157	5	0	1	1	1
6158	5	0	0	1	0
6159	3	0	0	1	0
6160	5	0	1	0	0
6161	5	0	1	1	0
6162	5	0	0	1	0
6163	5	0	0	1	0
6164	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
6165	4	0	0	1	0
6166	4	0	0	1	0
6167	5	0	1	1	0
6168	5	0	1	1	0
6169	4	0	1	1	0
6170	5	0	1	1	0
6171	4	0	0	1	0
6172	5	0	1	1	0
6173	5	0	1	1	0
6174	4	0	0	1	0
6175	4	1	1	0	0
6176	4	0	1	1	0
6177	4	0	1	1	0
6178	4	0	1	1	1
6179	5	0	0	1	0
6180	5	0	0	1	0
6181	5	0	1	1	1
6182	4	0	1	1	0
6183	4	0	1	1	0
6184	5	0	1	1	0
6185	4	1	0	1	0
6186	4	0	0	1	0
6187	3	0	0	1	0
6188	4	0	0	1	0
6189	5	0	0	1	0
6190	5	0	1	1	0
6191	4	0	0	1	0
6192	5	0	1	1	0
6193	4	0	0	1	0
6194	3	0	1	1	0
6195	4	0	0	1	0
6196	4	0	1	0	0
6197	4	0	0	1	0
6198	5	0	1	1	0
6199	5	0	0	1	0
6200	5	1	1	1	0
6201	4	0	0	1	0
6202	5	0	1	1	0
6203	5	0	0	0	0
6204	4	0	1	1	0
6205	5	1	1	1	0
6206	5	0	1	1	0
6207	4	0	0	1	0
6208	5	0	0	1	0
6209	4	0	1	1	0
6210	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
6211	4	0	0	1	0
6212	5	0	0	1	0
6213	5	0	0	1	0
6214	5	0	1	1	0
6215	3	0	1	1	0
6216	5	0	1	1	0
6217	5	0	0	1	0
6218	5	0	0	1	0
6219	4	0	0	1	0
6220	5	0	1	1	0
6221	4	0	1	1	0
6222	4	0	0	1	0
6223	5	0	.	1	0
6224	4	0	0	1	0
6225	5	1	1	1	0
6226	5	0	1	1	0
6227	5	0	1	1	1
6228	5	0	0	1	0
6229	4	0	0	1	0
6230	5	0	1	1	0
6231	5	0	0	1	0
6232	5	0	0	1	1
6233	4	0	1	1	0
6234	4	0	1	1	0
6235	4	0	0	1	0
6236	5	0	0	1	0
6237	5	0	0	1	0
6238	4	0	0	1	0
6239	5	0	0	1	0
6240	4	0	1	1	1
6241	4	0	0	1	1
6242	4	0	1	1	0
6243	5	0	0	1	0
6244	5	0	1	1	1
6245	5	0	0	1	0
6246	4	0	1	1	1
6247	4	0	1	1	0
6248	4	0	0	1	0
6249	5	0	0	1	0
6250	3	0	1	1	0
6251	5	0	0	1	0
6252	5	1	0	1	1
6253	4	0	0	1	0
6254	5	0	0	1	0
6255	5	0	0	1	0
6256	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
6257	4	0	0	1	0
6258	5	0	1	1	0
6259	5	1	1	.	0
6260	5	0	0	1	1
6261	5	0	1	1	0
6262	5	0	0	1	0
6263	4	0	0	1	0
6264	5	0	0	1	0
6265	4	0	0	1	0
6266	5	0	1	1	0
6267	5	0	0	1	0
6268	4	0	0	1	0
6269	4	0	0	1	0
6270	5	0	1	1	0
6271	4	0	0	1	0
6272	5	0	1	1	1
6273	4	0	1	1	0
6274	3	0	1	1	0
6275	5	0	0	1	0
6276	4	0	0	1	0
6277	4	0	1	1	0
6278	5	0	1	1	0
6279	5	0	1	1	0
6280	4	0	0	1	0
6281	3	0	1	1	0
6282	4	1	0	1	0
6283	4	0	1	1	0
6284	5	0	1	1	1
6285	5	0	0	1	0
6286	5	0	0	1	0
6287	5	0	1	1	0
6288	4	0	1	1	0
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6290	4	0	0	1	0
6291	4	0	1	1	0
6292	5	0	0	1	0
6293	5	0	0	1	0
6294	5	0	1	1	0
6295	5	0	0	1	0
6296	4	0	0	1	0
6297	4	0	0	0	0
6298	5	0	0	1	0
6299	5	0	1	1	0
6300	5	0	0	0	0
6301	5	0	0	1	0
6302	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
6303	5	0	1	1	0
6304	5	0	1	1	0
6305	5	0	1	1	0
6306	5	0	0	1	0
6307	4	0	1	1	0
6308	4	0	0	1	0
6309	4	1	1	1	1
6310	5	0	0	1	0
6311	5	0	1	1	0
6312	5	0	0	1	0
6313	3	0	0	1	0
6314	5	0	0	1	0
6315	4	0	0	1	0
6316	4	0	0	1	0
6317	5	0	1	0	0
6318	5	0	1	1	1
6319	5	0	1	1	0
6320	4	0	1	1	0
6321	4	0	1	1	0
6322	4	0	0	1	0
6323	5	0	0	0	0
6324	4	0	0	1	0
6325	5	0	0	1	0
6326	5	0	0	1	0
6327	5	0	1	0	0
6328	5	0	1	1	1
6329	5	0	0	1	0
6330	4	0	1	1	0
6331	4	0	1	1	0
6332	5	0	0	1	0
6333	5	0	0	1	0
6334	5	1	1	1	0
6335	4	0	0	1	0
6336	5	0	1	1	0
6337	5	0	0	1	0
6338	5	0	1	1	0
6339	5	0	0	1	0
6340	5	0	0	1	0
6341	5	0	0	1	0
6342	5	0	0	1	0
6343	4	0	1	1	0
6344	5	0	1	1	0
6345	5	0	0	1	0
6346	4	0	1	1	0
6347	5	0	0	1	0
6348	4	0	0	1	1

RandomID	D1	D2	D3	D4	D5
6349	5	0	1	0	0
6350	5	0	0	1	0
6351	4	0	0	1	0
6352	4	0	1	1	0
6353	5	0	0	1	0
6354	5	0	1	1	0
6355	5	1	1	1	0
6356	5	0	0	1	0
6357	4	0	1	1	0
6358	5	0	0	1	0
6359	4	0	0	1	0
6360	4	0	0	1	0
6361	4	0	1	1	0
6362	5	0	0	1	0
6363	5	0	0	1	0
6364	3	0	1	1	0
6365	4	0	0	1	1
6366	4	0	1	1	0
6367	.	.	.	.	.
6368	3	1	1	1	1
6369	5	0	0	1	0
6370	4	1	1	1	1
6371	4	0	1	1	0
6372	5	0	1	1	0
6373	5	0	1	1	0
6374	4	0	1	1	0
6375	4	0	0	1	0
6376	5	0	1	0	0
6377	4	0	1	1	0
6378	5	0	1	1	0
6379	5	0	1	1	1
6380	4	1	1	1	0
6381	4	0	0	1	0
6382	4	0	1	1	0
6383	4	1	1	1	0
6384	4	0	0	1	0
6385	4	1	0	1	1
6386	5	0	1	1	0
6387	5	0	1	1	0
6388	3	0	1	1	0
6389	5	0	0	1	0
6390	5	0	0	1	0
6391	5	0	0	1	0
6392	4	0	0	1	0
6393	3	0	0	1	1
6394	3	0	0	0	0

RandomID	D1	D2	D3	D4	D5
6395	5	0	0	1	0
6396	4	0	0	1	0
6397	5	0	0	1	0
6398	5	0	1	1	0
6399	4	0	0	1	0
6400	5	0	1	1	0
6401	4	1	1	1	0
6402	4	0	1	1	1
6403	5	0	0	1	0
6404	5	0	0	1	1
6405	4	0	0	1	0
6406	5	0	0	1	0
6407	5	0	0	1	0
6408	3	0	1	1	0
6409	3	0	1	1	0
6410	5	0	0	1	0
6411	4	0	1	1	0
6412	5	1	1	0	0
6413	4	0	0	1	0
6414	5	0	0	1	0
6415	5	0	0	1	0
6416	5	0	0	1	0
6417	4	0	0	1	1
6418	5	0	1	1	0
6419	4	0	1	1	0
6420	5	0	1	1	0
6421	5	0	0	1	0
6422	4	0	0	1	0
6423	5	0	1	1	0
6424	4	0	0	1	0
6425	3	0	1	1	1
6426	3	0	1	1	0
6427	5	0	0	1	0
6428	5	1	1	1	0
6429	5	0	0	1	0
6430	4	0	0	0	0
6431	5	0	0	1	1
6432	5	0	0	1	0
6433	5	0	0	1	0
6434	4	0	0	1	0
6435	5	0	0	1	0
6436	4	0	1	1	1
6437	5	0	1	1	0
6438	5	0	1	1	0
6439	5	0	0	1	0
6440	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
6441	4	0	0	1	1
6442	5	0	0	1	0
6443	3	1	1	1	0
6444	5	0	1	1	0
6445	4	0	1	1	0
6446	5	0	1	1	0
6447	4	0	1	1	0
6448	4	0	0	1	0
6449	4	1	0	1	0
6450	5	0	0	1	0
6451	5	0	0	1	1
6452	5	0	1	1	1
6453	4	0	0	1	0
6454	5	0	0	1	0
6455	4	1	0	1	0
6456	5	0	0	0	0
6457	4	1	0	1	0
6458	4	0	1	1	0
6459	5	0	0	1	0
6460	4	0	1	1	0
6461	3	0	0	1	1
6462	5	0	1	0	1
6463	5	0	1	1	0
6464	5	0	0	1	0
6465	5	0	0	1	0
6466	4	1	0	1	1
6467	5	0	1	1	0
6468	4	0	0	1	0
6469	5	0	1	1	0
6470	5	0	0	1	1
6471	5	1	1	1	0
6472	5	0	0	0	0
6473	5	0	1	1	0
6474	5	0	1	1	0
6475	5	0	1	1	0
6476	4	0	0	1	0
6477	5	0	0	1	0
6478	4	0	0	1	0
6479	4	0	0	1	0
6480	4	0	0	1	1
6481	4	0	0	1	0
6482	4	0	0	1	0
6483	4	0	1	1	0
6484	5	1	1	1	1
6485	5	0	0	1	0
6486	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
6487	5	1	1	1	1
6488	5	0	0	1	0
6489	4	0	0	1	0
6490	5	0	1	1	0
6491	4	0	0	1	0
6492	4	0	1	1	0
6493	5	0	0	1	0
6494	5	0	0	1	0
6495	5	0	0	1	0
6496	4	0	0	1	0
6497	5	0	1	1	0
6498	5	0	0	1	0
6499	4	0	0	1	0
6500	4	1	1	1	0
6501	4	0	0	1	0
6502	3	0	0	1	0
6503	5	0	1	1	1
6504	4	0	0	1	0
6505	5	0	1	1	0
6506	5	0	0	0	0
6507	5	1	1	1	0
6508	5	0	0	1	0
6509	5	1	0	1	0
6510	4	0	1	1	0
6511	4	0	1	1	0
6512	4	0	0	1	1
6513	5	0	0	1	0
6514	5	0	1	1	1
6515	4	1	1	1	0
6516	4	0	0	1	0
6517	4	0	0	1	0
6518	5	0	1	1	0
6519	5	0	1	1	0
6520	5	0	1	1	0
6521	4	0	0	1	0
6522	4	0	0	1	0
6523	4	0	1	1	0
6524	5	0	0	1	0
6525	5	0	0	1	1
6526	5	1	1	1	0
6527	5	0	0	1	0
6528	5	0	0	1	1
6529	5	1	0	1	0
6530	5	0	0	1	0
6531	5	0	1	1	0
6532	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
6533	4	0	1	1	0
6534	5	0	1	1	0
6535	5	0	0	1	0
6536	4	0	0	1	0
6537	5	0	0	1	1
6538	4	0	0	0	0
6539	5	0	0	1	0
6540	4	0	0	1	0
6541	4	0	1	1	0
6542	3	0	0	1	0
6543	5	0	0	1	0
6544	5	0	1	1	0
6545	5	0	0	1	0
6546	3	0	0	1	0
6547	4	0	0	1	0
6548	4	0	0	1	1
6549	5	0	1	1	1
6550	5	0	0	1	0
6551	5	0	1	1	0
6552	5	0	0	1	0
6553	5	0	0	1	0
6554	5	1	1	1	0
6555	4	0	1	1	1
6556	5	0	1	1	0
6557	5	0	1	1	0
6558	5	0	1	1	0
6559	5	0	1	1	0
6560	5	0	0	1	0
6561	5	0	0	1	0
6562	4	0	0	1	0
6563	5	0	0	1	0
6564	5	0	1	1	0
6565	5	0	0	1	0
6566	4	0	0	1	0
6567	4	0	1	0	0
6568	5	0	0	1	0
6569	5	0	0	1	0
6570	4	0	0	1	0
6571	4	1	1	1	1
6572	5	0	1	1	0
6573	5	0	1	1	0
6574	4	0	0	1	0
6575	5	0	0	1	0
6576	5	0	1	0	0
6577	5	1	1	1	0
6578	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
6579	5	0	1	1	0
6580	5	0	0	1	0
6581	4	0	0	1	0
6582	5	0	1	1	0
6583	3	0	0	1	0
6584	5	0	0	1	0
6585	5	0	1	1	0
6586	4	0	0	1	0
6587	4	0	0	1	1
6588	5	0	1	1	0
6589	5	0	0	1	1
6590	4	0	0	1	0
6591	4	0	0	1	0
6592	5	0	1	1	1
6593	5	0	0	1	0
6594	4	0	0	1	0
6595	5	0	0	1	0
6596	5	0	1	1	0
6597	4	0	1	1	1
6598	5	0	1	1	0
6599	5	0	1	1	0
6600	4	0	0	1	0
6601	5	0	0	1	0
6602	4	1	1	1	0
6603	4	0	1	1	0
6604	5	0	1	1	1
6605	5	0	1	1	1
6606	5	1	1	1	0
6607	5	0	0	1	0
6608	5	0	1	1	0
6609	4	0	1	1	0
6610	5	0	0	1	0
6611	5	0	1	1	0
6612	4	0	1	1	0
6613	4	0	0	1	0
6614	4	0	0	1	0
6615	4	0	1	1	0
6616	5	0	0	1	0
6617	3	0	1	1	0
6618	5	0	0	1	0
6619	5	0	1	1	0
6620	4	0	1	1	0
6621	4	0	1	1	0
6622	4	0	0	1	0
6623	4	0	0	1	0
6624	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
6625	3	0	1	1	0
6626	4	0	1	1	0
6627	4	0	0	1	0
6628	2	0	1	1	0
6629	5	0	0	1	0
6630	3	0	1	1	0
6631	5	1	1	1	0
6632	4	0	1	0	0
6633	4	0	0	1	0
6634	4	0	1	1	0
6635	4	0	0	1	1
6636	5	1	0	1	0
6637	4	0	1	1	0
6638	5	0	1	1	0
6639	5	0	0	1	0
6640	5	0	0	1	0
6641	5	0	0	1	0
6642	5	0	1	1	0
6643	4	0	1	1	0
6644	3	1	1	1	0
6645	4	0	1	1	0
6646	5	0	1	1	1
6647	5	0	0	1	1
6648	5	0	1	1	0
6649	5	0	1	1	0
6650	4	0	1	1	0
6651	4	0	1	1	0
6652	5	1	1	1	1
6653	5	0	1	1	0
6654	5	0	0	1	0
6655	5	0	1	1	0
6656	5	0	1	1	0
6657	3	0	1	1	0
6658	4	0	1	1	0
6659	4	0	1	1	0
6660	4	0	0	1	0
6661	5	0	1	1	0
6662	4	0	0	1	0
6663	4	0	0	1	0
6664	4	0	0	1	1
6665	5	0	1	1	0
6666	5	0	1	1	1
6667	5	0	0	1	0
6668	4	0	0	1	0
6669	5	0	1	1	0
6670	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
6671	5	0	0	1	0
6672	4	0	0	1	0
6673	4	0	0	1	0
6674	5	0	1	1	1
6675	5	0	1	1	0
6676	5	0	1	1	0
6677	5	0	0	1	1
6678	5	0	1	1	0
6679	4	1	1	1	0
6680	5	0	0	1	0
6681	5	0	1	1	0
6682	4	1	1	1	1
6683	4	0	0	1	0
6684	4	0	0	1	0
6685	4	0	0	1	0
6686	4	0	1	1	0
6687	5	0	1	1	0
6688	4	0	0	1	0
6689	5	0	0	1	0
6690	5	0	1	1	0
6691	4	0	1	1	0
6692	5	0	0	1	0
6693	4	1	1	1	0
6694	5	0	1	1	1
6695	3	0	1	1	0
6696	5	0	0	1	0
6697	5	0	1	1	0
6698	5	0	1	1	1
6699	4	0	1	1	0
6700	4	0	0	1	0
6701	5	0	1	1	0
6702	5	1	0	1	0
6703	5	0	0	1	0
6704	4	0	1	1	0
6705	3	1	1	1	0
6706	5	1	1	1	1
6707	4	0	0	1	0
6708	4	0	1	1	1
6709	4	0	1	1	0
6710	4	0	0	1	0
6711	3	0	1	1	0
6712	5	0	0	1	0
6713	4	0	0	1	0
6714	5	0	1	1	0
6715	5	0	0	1	0
6716	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
6717	5	0	1	1	0
6718	5	0	0	0	0
6719	5	0	0	1	0
6720	5	0	1	1	0
6721	5	0	0	0	1
6722	5	0	0	1	0
6723	5	0	1	1	0
6724	5	0	1	1	0
6725	4	0	1	1	1
6726	5	0	0	1	0
6727	4	0	1	1	0
6728	4	0	0	1	0
6729	4	0	1	1	0
6730	4	0	1	1	1
6731	4	0	0	1	0
6732	5	0	0	1	0
6733	5	0	0	1	0
6734	3	1	1	1	0
6735	5	1	1	1	0
6736	3	0	0	1	0
6737	5	0	1	1	0
6738	3	0	1	1	0
6739	5	0	0	0	0
6740	5	0	1	1	0
6741	5	0	0	1	0
6742	3	0	1	1	0
6743	4	0	1	1	0
6744	.	.	.	.	.
6745	3	1	1	1	0
6746	5	0	0	1	0
6747	5	0	0	1	0
6748	5	0	1	1	0
6749	5	0	0	1	0
6750	4	0	0	1	0
6751	5	1	1	1	0
6752	5	0	0	1	0
6753	5	1	1	1	1
6754	4	0	1	1	0
6755	5	0	0	1	0
6756	5	0	1	1	0
6757	5	0	1	1	0
6758	4	0	1	1	0
6759	5	0	0	1	0
6760	4	0	0	1	0
6761	3	0	0	1	0
6762	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
6763	4	0	0	0	1
6764	5	0	0	1	0
6765	4	0	1	1	0
6766	4	0	0	1	0
6767	4	0	1	1	0
6768	5	0	0	1	0
6769	5	0	0	1	0
6770	4	0	1	1	0
6771	4	0	1	1	0
6772	3	0	0	1	0
6773	4	0	1	1	1
6774	4	0	1	1	0
6775	4	0	0	1	1
6776	4	0	1	0	1
6777	4	0	0	1	0
6778	5	0	0	1	0
6779	4	1	1	1	0
6780	3	0	0	1	0
6781	5	0	1	1	0
6782	4	0	0	1	0
6783	4	0	1	1	0
6784	5	0	1	1	0
6785	4	0	1	1	0
6786	4	0	1	1	0
6787	4	0	1	1	1
6788	5	0	1	1	0
6789	4	0	1	1	0
6790	5	0	0	1	0
6791	5	0	1	1	0
6792	5	0	0	1	0
6793	4	0	0	1	0
6794	5	0	1	1	0
6795	4	0	1	1	0
6796	5	0	0	1	0
6797	4	0	0	1	0
6798	5	0	0	0	0
6799	5	0	0	1	0
6800	4	1	1	1	0
6801	4	0	0	1	0
6802	5	0	1	1	1
6803	5	0	1	1	1
6804	5	0	1	1	0
6805	3	0	0	0	0
6806	4	0	1	1	0
6807	5	0	1	1	0
6808	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
6809	5	1	0	1	1
6810	4	0	0	1	0
6811	5	0	0	1	0
6812	4	0	0	1	0
6813	5	0	1	1	1
6814	5	0	1	1	0
6815	5	0	1	1	0
6816	4	0	0	1	0
6817	5	0	1	1	0
6818	4	0	1	1	0
6819	4	0	0	1	0
6820	4	0	1	1	0
6821	5	0	1	1	0
6822	3	0	0	1	0
6823	5	0	0	1	0
6824	4	0	1	0	0
6825	5	0	1	1	0
6826	4	0	0	0	0
6827	5	0	0	1	1
6828	4	0	1	1	1
6829	5	0	0	1	0
6830	4	0	1	1	0
6831	5	0	0	1	0
6832	5	0	1	1	0
6833	5	0	0	1	0
6834	5	0	0	1	0
6835	5	0	0	1	0
6836	4	0	0	1	1
6837	5	0	1	1	0
6838	5	0	0	1	0
6839	5	0	0	1	0
6840	5	0	0	1	0
6841	5	0	1	1	0
6842	5	0	0	1	0
6843	5	0	0	1	0
6844	5	0	1	1	0
6845	4	0	0	1	0
6846	5	0	0	1	0
6847	5	0	0	1	0
6848	5	0	0	1	0
6849	4	0	1	1	0
6850	3	0	1	1	0
6851	4	0	1	1	0
6852	4	1	1	1	0
6853	4	0	0	1	0
6854	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
6855	4	1	1	1	0
6856	5	0	1	1	0
6857	4	0	0	1	0
6858	4	0	0	1	1
6859	4	0	0	1	0
6860	4	0	1	1	0
6861	4	0	0	1	1
6862	4	0	0	1	0
6863	5	1	1	1	1
6864	4	1	1	1	0
6865	4	0	0	1	0
6866	4	0	1	1	0
6867	5	0	0	1	1
6868	5	0	0	1	1
6869	5	0	0	1	0
6870	4	0	0	1	0
6871	5	0	0	1	0
6872	4	0	1	1	1
6873	4	1	1	1	0
6874	5	0	0	1	0
6875	5	0	1	1	0
6876	5	0	0	1	0
6877	4	0	0	1	0
6878	4	0	1	1	0
6879	4	0	0	1	0
6880	5	1	0	1	0
6881	5	0	1	1	0
6882	5	0	1	1	0
6883	2	0	0	1	1
6884	5	0	0	0	0
6885	5	0	1	1	0
6886	5	0	0	1	0
6887	5	0	0	1	1
6888	4	0	0	1	0
6889	5	0	0	1	0
6890	4	0	0	1	0
6891	4	0	0	1	0
6892	4	0	1	1	0
6893	3	0	0	1	0
6894	4	0	1	1	0
6895	5	0	1	1	0
6896	4	0	0	1	0
6897	5	0	1	1	0
6898	5	0	1	1	0
6899	5	0	1	1	0
6900	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
6901	5	0	1	0	0
6902	4	1	1	1	0
6903	5	0	0	1	0
6904	3	1	0	1	1
6905	4	0	1	0	0
6906	5	0	0	1	0
6907	5	0	0	1	0
6908	5	0	1	0	0
6909	5	0	0	1	0
6910	4	0	1	1	0
6911	4	0	1	1	0
6912	5	0	1	1	1
6913	5	0	0	1	0
6914	4	0	1	1	0
6915	5	0	0	1	1
6916	5	0	0	1	0
6917	4	0	0	0	0
6918	3	0	1	1	0
6919	5	0	1	1	0
6920	4	0	0	1	1
6921	4	0	0	1	0
6922	4	0	0	1	0
6923	4	0	0	1	0
6924	4	0	0	0	0
6925	5	0	1	1	0
6926	5	0	1	1	0
6927	5	0	0	1	0
6928	5	1	1	1	0
6929	5	0	0	1	0
6930	5	0	0	1	0
6931	4	0	1	1	0
6932	5	0	0	1	0
6933	5	0	1	1	0
6934	4	0	1	1	0
6935	4	1	0	1	0
6936	5	0	1	1	0
6937	4	0	0	1	0
6938	5	0	0	1	0
6939	4	0	0	1	0
6940	5	0	1	1	0
6941	5	0	1	1	0
6942	5	0	0	1	0
6943	5	0	0	0	0
6944	4	0	1	1	0
6945	3	0	0	1	1
6946	3	0	0	1	0

RandomID	D1	D2	D3	D4	D5
6947	4	0	1	1	0
6948	4	0	1	1	0
6949	4	0	0	1	0
6950	5	0	0	1	0
6951	4	0	0	1	0
6952	4	0	1	1	0
6953	5	0	1	1	0
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6955	4	0	0	1	0
6956	4	0	0	1	0
6957	5	0	0	1	0
6958	4	0	1	1	0
6959	5	0	1	1	0
6960	3	1	1	1	0
6961	4	0	1	1	0
6962	3	0	0	1	0
6963	5	0	1	1	0
6964	5	0	0	1	0
6965	5	0	0	1	0
6966	5	0	1	1	0
6967	3	0	0	1	0
6968	5	0	0	1	0
6969	4	0	0	1	0
6970	5	0	0	1	0
6971	4	0	1	1	0
6972	4	0	0	1	0
6973	5	0	0	1	0
6974	4	0	1	0	1
6975	4	0	1	1	0
6976	5	0	0	1	0
6977	3	0	0	1	0
6978	5	1	1	1	0
6979	5	0	1	1	0
6980	4	0	1	1	0
6981	4	0	0	1	0
6982	4	0	0	1	0
6983	3	0	1	1	0
6984	4	0	0	1	0
6985	4	0	0	1	1
6986	5	0	1	1	0
6987	5	0	0	1	0
6988	4	0	0	1	0
6989	4	0	0	1	0
6990	4	0	0	1	0
6991	4	0	0	1	0
6992	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
6993	4	0	0	1	0
6994	5	0	0	0	0
6995	4	0	0	1	0
6996	5	0	1	1	0
6997	5	0	1	1	0
6998	5	0	0	1	0
6999	4	1	1	1	0
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7001	5	0	0	1	0
7002	5	0	1	1	0
7003	4	0	0	1	0
7004	5	0	0	1	0
7005	4	0	1	1	0
7006	4	0	1	1	0
7007	5	0	0	1	0
7008	4	0	1	1	1
7009	5	0	0	1	0
7010	5	0	0	1	0
7011	5	0	0	1	0
7012	5	0	1	1	1
7013	5	0	0	0	0
7014	4	0	0	1	1
7015	4	0	0	1	0
7016	5	0	0	1	0
7017	5	1	0	1	0
7018	4	0	1	1	0
7019	4	0	0	1	0
7020	4	0	1	1	0
7021	5	0	1	1	0
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7023	4	0	0	1	0
7024	5	0	0	1	0
7025	4	0	0	1	0
7026	5	0	0	1	0
7027	5	0	0	1	0
7028	4	1	0	1	0
7029	4	0	0	1	0
7030	5	0	0	1	0
7031	5	0	0	1	1
7032	4	0	0	1	0
7033	5	0	1	1	0
7034	5	0	0	1	0
7035	5	0	0	1	0
7036	4	0	0	1	1
7037	4	0	1	1	1
7038	4	0	0	1	1

RandomID	D1	D2	D3	D4	D5
7039	4	0	0	1	0
7040	5	0	1	1	0
7041	5	0	0	1	0
7042	4	0	0	1	1
7043	5	0	1	0	1
7044	5	0	0	1	0
7045	4	0	1	1	0
7046	5	0	0	1	0
7047	5	0	0	1	0
7048	5	0	0	1	0
7049	4	0	1	1	0
7050	4	0	1	1	0
7051	4	0	1	1	1
7052	5	0	0	1	0
7053	4	1	1	1	0
7054	5	0	0	1	0
7055	5	0	0	1	0
7056	5	0	1	1	0
7057	5	0	0	1	0
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7059	5	0	1	1	0
7060	5	0	0	1	0
7061	4	0	1	1	0
7062	5	0	1	1	1
7063	4	0	0	1	0
7064	5	0	1	1	0
7065	4	0	0	1	0
7066	4	0	1	1	0
7067	5	0	0	1	0
7068	4	0	1	1	1
7069	5	0	0	1	0
7070	5	0	0	1	0
7071	5	0	0	1	0
7072	4	0	0	1	0
7073	5	1	0	1	0
7074	5	0	1	1	0
7075	5	0	0	1	0
7076	4	1	0	1	0
7077	4	0	1	1	1
7078	4	0	0	1	0
7079	5	1	0	1	1
7080	4	0	1	1	0
7081	5	0	1	1	1
7082	5	0	0	1	0
7083	3	1	1	1	1
7084	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
7085	4	0	0	1	1
7086	3	0	0	1	0
7087	4	0	0	1	0
7088	4	0	1	1	1
7089	5	0	0	1	1
7090	4	0	0	1	1
7091	4	0	0	1	0
7092	5	1	0	1	0
7093	4	1	1	1	0
7094	5	0	0	1	0
7095	5	0	0	1	1
7096	5	0	0	1	0
7097	5	0	1	1	0
7098	4	0	1	1	0
7099	5	0	1	1	1
7100	4	0	1	1	0
7101	5	0	1	1	0
7102	5	0	1	1	0
7103	4	0	0	1	0
7104	5	0	1	1	0
7105	4	0	0	1	0
7106	5	0	0	1	0
7107	4	0	1	1	0
7108	5	0	0	1	1
7109	4	0	0	1	0
7110	4	0	0	1	0
7111	5	0	1	1	0
7112	4	1	0	1	0
7113	4	0	0	1	0
7114	5	0	0	1	0
7115	4	0	0	1	0
7116	5	0	0	1	0
7117	4	0	1	1	0
7118	5	0	1	1	1
7119	5	0	0	1	0
7120	5	0	0	1	0
7121	5	0	0	1	1
7122	5	1	0	1	0
7123	4	0	0	1	0
7124	4	0	1	0	0
7125	5	0	0	1	0
7126	4	0	0	1	0
7127	5	0	1	1	0
7128	3	0	0	1	0
7129	5	0	0	1	0
7130	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
7131	5	0	1	1	0
7132	5	0	0	0	0
7133	5	0	0	1	0
7134	5	0	1	1	1
7135	4	0	0	1	0
7136	5	0	1	1	0
7137	4	0	1	1	0
7138	5	0	0	1	1
7139	4	0	1	0	1
7140	4	0	1	1	0
7141	4	0	0	1	0
7142	5	0	0	1	0
7143	5	0	1	1	1
7144	4	0	0	1	0
7145	4	0	1	1	0
7146	4	0	1	1	0
7147	4	0	0	1	0
7148	5	0	1	1	1
7149	5	0	0	1	0
7150	5	0	0	1	1
7151	4	0	0	1	0
7152	5	0	1	1	0
7153	4	0	0	1	0
7154	4	0	1	1	0
7155	4	0	1	1	0
7156	5	0	1	1	0
7157	5	0	0	1	0
7158	.	.	.	.	.
7159	5	0	1	1	0
7160	5	0	0	1	0
7161	5	0	0	1	0
7162	5	0	0	1	1
7163	4	0	0	1	0
7164	5	0	1	1	0
7165	3	0	1	1	0
7166	5	0	0	1	0
7167	5	0	0	1	0
7168	4	0	0	1	0
7169	5	0	0	1	0
7170	5	0	0	1	1
7171	5	0	1	1	0
7172	4	0	1	1	0
7173	5	0	1	1	0
7174	5	0	1	1	0
7175	5	0	0	1	0
7176	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
7177	5	0	0	1	0
7178	4	0	0	1	0
7179	5	0	0	1	1
7180	4	0	1	1	0
7181	4	0	0	1	0
7182	4	0	0	1	0
7183	5	0	1	1	0
7184	4	0	0	1	0
7185	5	0	0	1	0
7186	4	0	0	1	0
7187	5	0	0	1	0
7188	5	0	0	1	0
7189	5	0	1	1	0
7190	5	0	1	1	0
7191	5	0	1	1	0
7192	4	0	1	1	0
7193	4	0	1	1	0
7194	4	0	0	1	0
7195	5	0	0	1	0
7196	5	0	0	1	0
7197	5	0	0	1	1
7198	5	0	1	1	1
7199	5	0	0	1	0
7200	4	0	1	1	0
7201	4	0	0	1	0
7202	4	0	1	1	0
7203	5	0	0	1	0
7204	4	1	0	0	0
7205	4	0	0	1	0
7206	3	0	0	1	0
7207	5	0	1	1	0
7208	4	0	1	1	0
7209	4	0	1	1	0
7210	4	0	0	1	0
7211	5	0	0	1	0
7212	4	0	1	1	0
7213	4	0	1	1	1
7214	4	0	0	1	0
7215	5	0	0	1	0
7216	5	0	1	1	1
7217	5	0	0	1	1
7218	4	0	0	1	0
7219	3	0	1	1	0
7220	4	0	0	1	0
7221	4	0	0	1	0
7222	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
7223	5	0	0	1	0
7224	4	0	0	1	0
7225	5	0	0	1	0
7226	4	0	0	1	0
7227	4	0	1	1	0
7228	5	0	1	1	0
7229	5	1	0	1	0
7230	5	0	0	1	0
7231	4	0	1	1	0
7232	5	0	0	1	0
7233	3	0	0	1	0
7234	3	1	1	1	0
7235	5	0	0	1	0
7236	4	0	1	1	0
7237	5	0	0	1	1
7238	5	0	1	1	0
7239	4	1	1	1	1
7240	5	0	1	1	0
7241	5	0	0	1	0
7242	4	0	1	1	0
7243	5	0	1	1	0
7244	4	0	1	1	0
7245	4	0	1	1	1
7246	4	0	0	0	0
7247	5	0	1	1	0
7248	5	0	0	1	0
7249	5	0	1	1	0
7250	4	0	0	1	0
7251	4	0	1	1	0
7252	5	0	1	1	1
7253	4	0	1	1	0
7254	5	0	0	1	0
7255	4	0	1	1	1
7256	5	0	0	1	0
7257	4	0	1	1	1
7258	4	0	0	1	0
7259	5	0	1	1	0
7260	5	0	1	1	1
7261	4	0	0	1	0
7262	5	0	1	1	0
7263	5	0	1	1	0
7264	5	0	0	1	0
7265	4	0	0	1	0
7266	4	0	0	1	0
7267	5	0	0	1	0
7268	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
7269	5	0	0	1	0
7270	5	0	1	1	0
7271	5	0	1	1	0
7272	4	0	1	1	0
7273	5	0	1	1	1
7274	4	0	0	1	0
7275	5	0	0	1	0
7276	4	0	0	1	0
7277	4	0	0	1	0
7278	3	0	1	1	0
7279	3	0	0	1	0
7280	4	0	0	1	1
7281	5	0	0	1	0
7282	5	1	1	1	0
7283	5	0	0	1	0
7284	5	0	1	1	0
7285	4	0	1	0	0
7286	3	0	0	1	0
7287	5	0	1	1	0
7288	5	0	1	1	0
7289	5	0	0	1	0
7290	5	0	1	1	0
7291	5	0	1	1	0
7292	5	0	0	1	0
7293	4	0	1	1	0
7294	4	0	1	1	0
7295	5	0	0	1	0
7296	3	0	1	1	0
7297	4	0	1	1	0
7298	4	0	0	1	1
7299	3	0	1	1	0
7300	4	0	1	1	0
7301	5	0	0	1	0
7302	5	0	1	1	0
7303	5	0	0	1	0
7304	5	0	0	0	0
7305	4	0	1	1	0
7306	5	1	1	1	0
7307	5	0	0	1	0
7308	4	1	0	1	0
7309	4	0	0	1	0
7310	4	0	1	1	0
7311	5	0	1	1	0
7312	4	0	0	1	0
7313	5	0	0	1	0
7314	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
7315	5	0	1	1	0
7316	5	0	1	1	0
7317	5	0	1	1	0
7318	5	1	1	0	0
7319	3	0	1	1	1
7320	5	0	0	1	0
7321	3	0	0	1	0
7322	5	0	0	1	0
7323	5	0	0	0	0
7324	5	0	0	1	1
7325	4	0	0	1	0
7326	4	0	0	1	0
7327	5	0	0	1	0
7328	3	0	.	1	0
7329	5	1	0	1	0
7330	5	0	1	1	0
7331	5	0	1	1	0
7332	5	0	0	1	0
7333	5	0	0	1	1
7334	5	1	1	1	0
7335	4	0	1	1	0
7336	4	0	0	1	0
7337	4	0	1	1	0
7338	4	0	1	1	0
7339	4	0	1	1	0
7340	5	0	1	1	0
7341	4	0	0	1	0
7342	4	0	0	1	0
7343	5	0	0	1	0
7344	4	0	0	1	0
7345	5	1	1	1	0
7346	5	0	1	1	0
7347	5	0	0	1	0
7348	5	0	0	1	0
7349	5	0	0	1	0
7350	5	0	1	1	1
7351	5	0	0	1	1
7352	5	0	1	1	0
7353	4	0	1	1	0
7354	5	0	1	1	0
7355	5	0	0	1	1
7356	4	0	0	1	0
7357	5	0	0	1	0
7358	5	0	0	1	0
7359	4	0	0	1	0
7360	3	0	1	1	0

RandomID	D1	D2	D3	D4	D5
7361	4	0	0	1	1
7362	5	1	1	1	0
7363	4	0	0	1	0
7364	5	0	1	1	1
7365	3	0	1	1	1
7366	5	0	1	1	0
7367	4	0	0	1	0
7368	3	0	1	1	0
7369	5	0	1	1	0
7370	3	0	1	1	0
7371	4	0	1	1	1
7372	4	0	0	1	0
7373	5	0	1	1	0
7374	4	0	0	1	0
7375	4	0	1	1	0
7376	4	0	0	1	0
7377	4	0	0	1	0
7378	5	0	1	1	0
7379	5	0	0	1	0
7380	4	0	1	1	1
7381	5	0	0	1	0
7382	4	1	0	1	0
7383	4	0	1	1	1
7384	5	0	0	1	0
7385	5	0	0	1	1
7386	4	0	0	1	1
7387	4	0	0	1	0
7388	5	0	0	1	0
7389	4	0	0	1	0
7390	5	0	1	1	0
7391	5	0	0	1	0
7392	3	0	0	1	0
7393	5	0	0	1	0
7394	5	0	1	1	0
7395	5	0	1	1	0
7396	5	0	0	1	0
7397	5	0	1	1	0
7398	5	1	1	1	0
7399	4	0	1	1	0
7400	4	0	0	1	0
7401	3	0	1	1	0
7402	4	0	0	1	0
7403	5	0	1	1	0
7404	5	0	0	1	0
7405	4	0	1	1	0
7406	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
7407	5	0	0	1	0
7408	4	0	0	1	0
7409	5	0	1	1	1
7410	4	0	0	1	0
7411	3	0	1	1	0
7412	4	0	1	1	0
7413	5	0	1	.	0
7414	4	0	1	1	0
7415	5	0	0	1	0
7416	3	0	0	1	0
7417	4	1	1	1	1
7418	4	0	1	1	0
7419	5	0	0	1	0
7420	4	0	0	1	0
7421	4	0	1	1	0
7422	3	0	0	1	0
7423	4	0	1	1	0
7424	5	0	0	1	0
7425	5	0	0	1	1
7426	5	0	0	1	0
7427	4	0	1	1	1
7428	5	0	1	1	1
7429	4	0	0	1	0
7430	5	0	0	1	0
7431	4	0	1	1	0
7432	4	0	0	1	0
7433	4	0	1	1	0
7434	5	0	1	1	0
7435	5	1	0	1	0
7436	5	0	1	1	0
7437	2	0	0	1	0
7438	4	0	1	1	0
7439	5	0	0	1	0
7440	4	0	0	1	1
7441	4	0	0	1	0
7442	5	0	0	1	0
7443	5	0	0	1	0
7444	5	0	1	0	0
7445	4	0	0	1	0
7446	3	0	.	1	0
7447	5	0	0	1	0
7448	5	0	1	1	0
7449	3	0	0	1	0
7450	5	0	0	1	0
7451	5	0	0	0	0
7452	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
7453	5	0	0	1	0
7454	5	0	1	1	0
7455	5	0	0	1	0
7456	5	0	0	1	0
7457	4	0	1	1	0
7458	4	0	0	1	0
7459	5	0	0	1	0
7460	5	0	1	1	0
7461	4	0	0	1	0
7462	5	1	1	1	0
7463	5	0	1	1	1
7464	5	0	1	0	0
7465	4	0	0	1	0
7466	5	0	0	0	0
7467	4	0	0	1	0
7468	4	0	1	1	0
7469	4	1	1	1	1
7470	5	0	1	1	0
7471	4	0	1	0	0
7472	3	0	1	1	0
7473	4	0	1	1	0
7474	5	0	1	1	0
7475	5	0	0	1	0
7476	5	0	0	1	0
7477	4	0	0	1	0
7478	4	0	0	1	0
7479	5	0	0	1	0
7480	3	0	0	1	0
7481	5	0	0	1	0
7482	4	0	1	1	1
7483	5	0	1	1	1
7484	3	0	0	1	0
7485	3	0	0	1	0
7486	3	0	0	1	0
7487	4	0	1	1	0
7488	4	0	0	1	0
7489	5	0	1	1	1
7490	5	0	0	1	0
7491	4	0	1	1	0
7492	5	0	0	1	0
7493	.	0	1	1	0
7494	3	0	1	1	0
7495	4	0	0	1	0
7496	5	0	1	1	0
7497	4	0	0	1	1
7498	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
7499	5	0	0	1	0
7500	5	0	0	1	0
7501	4	0	1	1	0
7502	5	1	1	1	1
7503	4	0	0	1	0
7504	5	0	1	1	0
7505	4	0	1	1	0
7506	4	1	0	1	0
7507	5	1	0	1	0
7508	4	0	1	1	0
7509	4	1	1	1	0
7510	4	0	0	0	0
7511	4	0	1	1	1
7512	4	0	1	1	0
7513	5	0	0	1	0
7514	5	0	0	1	0
7515	5	0	1	1	0
7516	4	0	0	1	0
7517	3	0	0	1	0
7518	5	0	0	1	0
7519	5	0	1	1	0
7520	5	0	1	1	0
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7522	5	0	1	1	0
7523	5	0	0	1	0
7524	5	0	0	1	0
7525	5	0	0	1	0
7526	5	0	0	1	0
7527	5	0	1	1	0
7528	5	0	0	1	0
7529	4	0	0	1	0
7530	5	0	0	1	0
7531	5	0	1	1	0
7532	4	0	0	1	0
7533	5	0	1	1	0
7534	4	0	0	1	0
7535	3	0	1	1	0
7536	5	0	0	1	0
7537	5	0	0	1	0
7538	5	0	0	1	0
7539	4	0	0	1	0
7540	4	0	1	1	0
7541	5	0	0	1	0
7542	4	0	0	1	0
7543	4	0	0	1	0
7544	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
7545	5	0	0	1	0
7546	4	0	0	1	1
7547	5	1	1	1	0
7548	4	1	1	1	0
7549	5	0	0	1	0
7550	4	0	1	1	0
7551	5	0	1	0	1
7552	5	0	1	1	0
7553	5	1	0	1	0
7554	4	0	1	1	0
7555	4	0	0	0	0
7556	4	0	0	1	0
7557	5	0	1	1	0
7558	5	0	0	1	1
7559	4	0	0	1	1
7560	5	0	1	1	0
7561	4	0	0	1	0
7562	5	0	1	1	0
7563	4	0	0	1	0
7564	4	0	1	1	1
7565	5	0	0	1	0
7566	4	0	1	1	0
7567	4	0	1	1	0
7568	5	0	0	1	0
7569	4	0	0	1	0
7570	5	0	0	1	0
7571	5	0	0	1	0
7572	5	0	1	1	0
7573	5	0	0	1	0
7574	5	0	1	1	0
7575	5	0	0	1	1
7576	5	0	0	1	0
7577	5	0	1	1	0
7578	4	0	1	1	0
7579	4	0	0	1	0
7580	5	0	0	1	0
7581	4	0	0	1	0
7582	5	0	1	1	1
7583	4	0	1	1	0
7584	5	0	0	1	0
7585	4	0	0	1	0
7586	4	0	1	1	0
7587	5	0	1	1	0
7588	5	0	0	1	1
7589	5	0	0	1	0
7590	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
7591	5	0	1	1	0
7592	4	0	0	1	1
7593	5	0	0	1	0
7594	5	0	0	1	0
7595	4	0	0	1	0
7596	4	0	1	1	0
7597	5	0	0	1	0
7598	4	0	1	1	0
7599	4	0	0	1	1
7600	5	0	1	1	0
7601	5	0	0	1	0
7602	4	0	1	1	0
7603	4	0	1	1	0
7604	5	0	1	1	1
7605	4	0	0	1	0
7606	5	0	0	1	0
7607	5	0	1	1	0
7608	4	0	0	1	0
7609	4	0	1	1	0
7610	5	0	1	1	0
7611	5	0	0	1	0
7612	5	0	1	1	0
7613	4	0	0	1	0
7614	4	0	1	1	0
7615	4	0	1	1	0
7616	4	0	0	1	0
7617	5	0	1	1	0
7618	5	0	1	1	0
7619	4	0	0	1	0
7620	5	0	0	1	0
7621	4	0	1	1	1
7622	5	0	0	1	0
7623	5	0	1	1	0
7624	3	0	0	1	1
7625	4	0	1	1	0
7626	4	0	0	1	0
7627	3	0	0	0	0
7628	5	0	0	1	1
7629	4	0	0	1	0
7630	3	0	1	1	1
7631	4	0	0	1	0
7632	3	0	0	1	0
7633	5	0	0	1	0
7634	4	0	0	1	0
7635	3	0	0	1	0
7636	3	0	0	1	0

RandomID	D1	D2	D3	D4	D5
7637	4	0	1	1	0
7638	5	0	0	1	0
7639	5	0	0	1	0
7640	5	1	1	1	0
7641	5	0	0	1	0
7642	5	0	1	1	0
7643	5	0	0	1	0
7644	5	0	1	1	0
7645	5	0	1	1	0
7646	5	0	0	1	0
7647	5	0	0	1	0
7648	4	0	0	1	1
7649	4	1	1	1	0
7650	5	0	0	1	0
7651	3	0	0	1	1
7652	4	0	1	1	0
7653	5	0	1	1	0
7654	4	0	1	1	1
7655	4	0	0	1	0
7656	4	0	1	1	0
7657	3	0	0	1	0
7658	5	0	0	1	0
7659	4	0	0	1	0
7660	5	0	1	1	0
7661	4	1	1	1	0
7662	5	0	0	1	0
7663	4	0	1	1	0
7664	4	0	0	1	0
7665	3	0	0	1	0
7666	4	0	0	1	0
7667	5	0	0	1	1
7668	5	0	1	1	0
7669	4	0	0	1	0
7670	4	0	0	1	0
7671	4	0	0	1	0
7672	5	0	1	0	0
7673	5	0	1	1	0
7674	5	0	0	1	0
7675	5	0	0	1	0
7676	4	0	1	1	1
7677	5	0	0	1	0
7678	3	0	0	1	1
7679	4	0	0	1	0
7680	5	0	0	1	0
7681	4	1	1	1	0
7682	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
7683	4	0	0	1	0
7684	5	0	0	1	0
7685	4	0	1	1	0
7686	5	0	1	1	0
7687	5	0	0	1	0
7688	4	0	1	1	0
7689	4	0	1	1	0
7690	5	0	0	1	0
7691	3	0	1	1	0
7692	5	0	0	1	0
7693	5	0	0	1	0
7694	5	0	0	1	0
7695	3	0	0	1	0
7696	4	0	1	1	0
7697	5	0	1	1	0
7698	4	0	1	1	0
7699	4	0	1	1	0
7700	5	0	0	1	0
7701	4	0	1	1	0
7702	5	0	0	1	0
7703	4	0	1	1	0
7704	5	0	0	1	0
7705	5	0	0	1	0
7706	5	0	0	1	0
7707	4	1	1	1	1
7708	4	0	1	1	0
7709	4	0	1	1	0
7710	5	0	0	1	0
7711	5	0	1	1	0
7712	5	1	1	1	1
7713	5	0	1	1	0
7714	4	0	1	1	0
7715	5	0	0	1	0
7716	4	0	1	1	1
7717	5	0	1	1	0
7718	4	0	0	1	0
7719	5	0	1	1	0
7720	4	0	1	1	0
7721	4	0	1	1	0
7722	4	0	1	1	0
7723	4	0	0	1	0
7724	5	0	0	1	0
7725	5	0	0	1	0
7726	4	0	0	1	0
7727	5	0	0	1	0
7728	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
7729	5	0	1	1	1
7730	4	0	0	1	0
7731	4	0	0	1	0
7732	5	0	0	1	0
7733	5	0	1	1	0
7734	4	0	0	1	0
7735	5	0	0	1	0
7736	4	0	0	1	0
7737	4	0	0	1	0
7738	5	0	0	1	0
7739	4	0	1	1	0
7740	5	0	1	1	0
7741	5	1	1	1	0
7742	4	0	1	1	0
7743	4	0	0	1	0
7744	4	0	0	1	0
7745	4	0	0	1	0
7746	3	1	1	1	1
7747	5	0	0	1	0
7748	5	0	0	1	0
7749	5	0	0	1	0
7750	5	0	1	1	0
7751	5	0	1	1	0
7752	5	0	0	1	0
7753	2	0	0	1	0
7754	3	0	1	1	0
7755	4	0	0	1	0
7756	5	0	0	1	0
7757	4	0	0	1	0
7758	3	0	1	1	0
7759	5	0	1	1	0
7760	4	0	1	1	1
7761	5	0	0	1	0
7762	4	0	1	1	0
7763	4	0	0	1	0
7764	5	0	0	1	0
7765	4	0	1	1	0
7766	5	0	0	1	0
7767	4	1	1	1	0
7768	3	0	1	1	0
7769	5	0	0	1	0
7770	4	0	0	1	0
7771	4	0	1	1	0
7772	5	0	0	1	0
7773	4	1	1	1	0
7774	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
7775	4	0	0	1	0
7776	4	0	0	1	0
7777	5	0	0	1	0
7778	4	0	0	0	0
7779	5	0	0	1	0
7780	4	0	0	1	1
7781	5	0	0	1	0
7782	5	0	0	1	0
7783	5	0	0	1	0
7784	5	0	1	1	0
7785	3	0	0	1	0
7786	4	0	1	1	0
7787	5	0	0	1	0
7788	5	0	1	1	0
7789	5	0	0	1	0
7790	4	0	1	1	0
7791	4	0	1	0	0
7792	4	0	0	1	0
7793	4	0	1	1	0
7794	4	0	0	1	1
7795	4	0	0	1	0
7796	5	0	0	1	0
7797	4	0	0	1	0
7798	4	0	1	1	0
7799	4	0	0	1	0
7800	4	0	0	1	0
7801	5	0	0	1	1
7802	5	0	0	1	0
7803	5	0	1	1	0
7804	4	0	0	0	0
7805	4	0	1	1	0
7806	4	0	0	1	0
7807	5	0	1	1	0
7808	4	0	0	1	0
7809	5	0	1	1	0
7810	4	1	1	0	0
7811	4	0	1	1	0
7812	5	0	0	1	1
7813	5	0	0	1	0
7814	4	0	1	1	1
7815	5	0	0	1	0
7816	4	0	0	1	0
7817	5	0	0	1	0
7818	5	0	0	1	0
7819	4	0	0	1	1
7820	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
7821	4	0	1	1	0
7822	4	0	1	1	0
7823	4	0	1	1	0
7824	5	0	0	1	0
7825	5	0	0	1	0
7826	5	0	1	1	0
7827	4	0	1	1	0
7828	4	1	0	1	0
7829	4	0	0	1	0
7830	4	0	1	1	0
7831	5	0	0	1	1
7832	4	0	0	1	0
7833	5	0	0	1	1
7834	5	0	1	1	0
7835	4	0	1	1	0
7836	5	0	1	1	0
7837	5	0	0	1	0
7838	5	0	1	1	0
7839	5	0	1	1	0
7840	4	0	0	1	0
7841	3	1	1	1	0
7842	5	0	1	1	0
7843	5	0	0	1	0
7844	3	1	1	1	0
7845	4	0	0	1	0
7846	5	0	0	1	0
7847	5	0	1	0	0
7848	3	0	1	1	1
7849	4	0	0	1	0
7850	5	0	1	1	1
7851	5	0	0	1	0
7852	4	0	1	1	0
7853	4	0	0	1	0
7854	5	0	1	1	0
7855	5	0	0	1	0
7856	5	0	1	1	0
7857	5	0	0	1	0
7858	4	0	0	1	1
7859	5	0	1	1	0
7860	5	0	1	1	1
7861	4	0	0	1	0
7862	4	0	0	1	1
7863	5	0	0	1	0
7864	3	0	0	1	0
7865	5	0	0	1	0
7866	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
7867	5	0	0	1	0
7868	5	0	0	1	0
7869	5	1	0	1	0
7870	4	0	0	1	0
7871	5	0	1	1	0
7872	4	0	1	1	0
7873	4	0	1	1	0
7874	5	0	0	1	0
7875	5	0	0	1	0
7876	4	0	0	1	0
7877	5	0	0	1	0
7878	5	0	1	1	1
7879	4	0	1	1	0
7880	5	0	1	1	0
7881	5	0	1	1	0
7882	4	0	1	1	0
7883	5	1	0	1	0
7884	5	0	1	1	0
7885	5	0	1	1	0
7886	4	0	0	1	0
7887	4	0	0	1	0
7888	5	0	0	1	0
7889	5	0	0	1	0
7890	4	1	1	1	0
7891	5	0	0	1	0
7892	4	1	1	1	0
7893	5	0	1	1	0
7894	4	0	1	1	0
7895	4	0	0	1	0
7896	4	0	0	1	0
7897	4	0	1	1	0
7898	5	0	1	1	0
7899	5	0	0	1	0
7900	5	0	1	1	0
7901	5	0	1	1	0
7902	4	0	0	1	0
7903	5	0	0	1	0
7904	4	1	1	1	1
7905	5	0	0	0	0
7906	5	0	1	1	1
7907	5	0	0	1	0
7908	5	0	1	1	0
7909	5	0	0	1	0
7910	4	0	0	1	0
7911	5	0	1	1	0
7912	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
7913	3	0	1	1	1
7914	5	0	0	1	0
7915	5	1	1	1	0
7916	3	0	0	1	0
7917	5	0	0	1	1
7918	5	0	0	1	0
7919	3	0	0	1	0
7920	5	0	0	1	0
7921	5	0	0	1	0
7922	4	0	0	1	0
7923	5	0	0	1	1
7924	4	0	0	1	0
7925	4	0	0	1	0
7926	5	0	0	1	0
7927	4	0	1	1	0
7928	4	0	0	1	0
7929	4	0	0	1	0
7930	3	0	0	1	0
7931	4	0	0	1	0
7932	2	0	0	1	0
7933	4	0	1	1	0
7934	4	1	1	1	1
7935	4	0	0	1	0
7936	5	0	1	1	0
7937	5	0	0	1	0
7938	3	0	0	1	0
7939	5	0	0	1	0
7940	4	0	0	1	0
7941	5	0	0	1	0
7942	5	0	0	1	0
7943	4	0	0	1	0
7944	4	0	1	1	0
7945	5	0	1	0	0
7946	5	0	1	1	0
7947	3	1	0	1	0
7948	4	0	0	1	0
7949	5	0	0	1	0
7950	4	0	0	1	0
7951	5	0	0	1	0
7952	5	0	0	1	0
7953	4	0	0	1	1
7954	5	0	0	1	0
7955	5	0	0	1	0
7956	4	0	1	1	0
7957	4	1	1	0	1
7958	3	0	1	1	1

RandomID	D1	D2	D3	D4	D5
7959	4	0	1	1	0
7960	5	0	0	1	0
7961	5	0	1	1	0
7962	4	0	0	1	0
7963	3	1	1	1	0
7964	5	0	0	0	0
7965	4	0	0	1	0
7966	5	0	1	1	0
7967	5	0	1	1	1
7968	3	0	0	1	0
7969	5	0	1	1	1
7970	4	0	0	1	0
7971	5	0	0	1	0
7972	5	0	1	1	0
7973	5	0	1	1	0
7974	5	0	0	1	0
7975	4	0	1	1	0
7976	5	0	1	0	0
7977	5	0	0	1	0
7978	4	0	1	1	0
7979	5	0	0	1	0
7980	4	0	0	1	0
7981	5	0	1	1	0
7982	5	0	0	1	0
7983	4	0	1	1	0
7984	5	0	0	1	0
7985	4	0	0	1	0
7986	4	0	0	1	0
7987	4	1	0	1	0
7988	5	0	0	1	0
7989	5	0	0	1	0
7990	4	0	0	1	0
7991	5	0	0	1	0
7992	5	0	1	1	0
7993	4	0	0	1	1
7994	4	1	0	1	0
7995	5	0	1	1	0
7996	5	0	0	1	0
7997	4	0	1	1	1
7998	4	0	1	1	0
7999	4	1	1	1	0
8000	4	0	1	1	0
8001	5	0	0	1	0
8002	5	0	0	1	0
8003	4	0	0	1	0
8004	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
8005	5	0	1	1	0
8006	5	1	1	1	0
8007	5	0	1	1	0
8008	4	1	1	1	1
8009	5	0	0	1	0
8010	5	0	0	1	0
8011	5	0	0	0	0
8012	4	0	1	1	0
8013	5	0	1	1	1
8014	5	0	1	1	1
8015	5	0	1	1	0
8016	5	0	1	1	0
8017	5	0	0	1	0
8018	5	0	1	1	0
8019	4	0	1	1	0
8020	5	0	0	1	0
8021	4	0	1	1	0
8022	4	0	1	1	0
8023	5	0	0	1	0
8024	5	0	1	1	0
8025	3	0	0	1	0
8026	5	0	0	1	0
8027	5	0	1	1	0
8028	5	0	0	1	0
8029	4	1	0	1	0
8030	5	0	1	1	0
8031	5	0	1	1	0
8032	4	0	1	1	0
8033	5	0	0	1	0
8034	5	0	1	1	1
8035	4	0	1	1	1
8036	4	0	1	1	0
8037	5	0	0	1	0
8038	5	0	0	1	0
8039	4	0	1	1	0
8040	5	0	0	1	0
8041	4	0	1	0	0
8042	4	0	1	1	0
8043	5	0	0	1	0
8044	4	0	0	1	0
8045	5	0	0	1	0
8046	5	0	0	1	0
8047	4	0	0	1	0
8048	5	0	1	1	0
8049	5	0	0	1	0
8050	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
8051	4	0	0	1	0
8052	4	1	1	1	0
8053	3	0	1	1	0
8054	4	0	0	1	0
8055	5	0	0	1	0
8056	5	0	0	1	0
8057	3	0	0	1	0
8058	5	1	1	1	0
8059	4	0	0	1	0
8060	5	0	1	1	0
8061	5	0	0	1	0
8062	5	1	0	1	0
8063	5	0	0	1	0
8064	5	0	0	1	0
8065	4	0	0	1	0
8066	5	0	0	1	0
8067	5	0	1	1	0
8068	5	0	1	0	0
8069	4	0	1	1	1
8070	5	0	0	1	0
8071	5	0	0	1	0
8072	5	0	0	1	0
8073	5	0	0	1	0
8074	5	0	0	1	0
8075	4	0	0	1	0
8076	3	0	0	0	1
8077	4	1	1	1	1
8078	5	0	1	1	1
8079	5	0	1	1	0
8080	5	0	1	1	0
8081	5	0	0	1	0
8082	5	0	0	1	0
8083	3	0	1	1	0
8084	5	0	0	1	0
8085	5	0	0	1	0
8086	5	0	0	1	1
8087	5	0	0	1	0
8088	3	0	0	1	0
8089	5	0	0	1	0
8090	4	0	1	1	0
8091	5	0	0	1	0
8092	4	0	0	1	0
8093	5	0	1	1	1
8094	4	0	0	1	0
8095	5	0	0	1	0
8096	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
8097	4	0	0	1	0
8098	4	0	0	1	0
8099	5	0	1	1	0
8100	5	0	1	1	1
8101	4	0	0	1	1
8102	4	0	1	1	0
8103	5	0	0	1	0
8104	5	0	0	1	0
8105	3	0	0	1	0
8106	5	0	0	1	0
8107	4	0	1	1	1
8108	4	0	0	1	0
8109	5	0	0	1	0
8110	4	0	0	1	0
8111	5	0	0	1	0
8112	4	0	0	1	0
8113	5	0	0	0	0
8114	4	0	0	1	1
8115	4	1	1	1	1
8116	5	0	0	1	0
8117	5	1	0	1	0
8118	5	0	0	1	0
8119	5	0	0	1	0
8120	3	0	1	1	1
8121	4	0	1	1	0
8122	5	0	1	1	0
8123	5	0	0	1	0
8124	5	0	1	1	0
8125	4	0	1	1	0
8126	4	0	1	1	0
8127	4	0	1	1	0
8128	4	0	0	1	0
8129	4	0	0	1	0
8130	5	0	1	1	0
8131	4	0	1	1	1
8132	5	0	0	1	0
8133	5	0	0	1	0
8134	3	0	1	1	0
8135	5	0	0	1	0
8136	4	0	1	1	0
8137	4	0	0	1	0
8138	5	0	0	1	0
8139	5	1	1	1	0
8140	4	1	1	1	0
8141	4	0	1	1	0
8142	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
8143	5	0	0	1	0
8144	5	0	1	1	0
8145	5	0	1	1	0
8146	4	0	0	1	1
8147	5	0	0	1	0
8148	3	0	0	1	0
8149	4	0	1	1	0
8150	5	0	0	1	0
8151	4	0	1	1	0
8152	4	0	1	1	0
8153	5	0	0	1	0
8154	5	0	1	1	1
8155	5	0	0	1	0
8156	4	0	1	1	0
8157	5	0	0	1	0
8158	4	0	1	1	0
8159	3	0	0	1	0
8160	4	0	0	1	0
8161	4	0	1	1	0
8162	4	0	0	1	0
8163	4	0	0	1	0
8164	4	0	1	1	0
8165	5	0	0	1	0
8166	4	0	1	1	0
8167	4	0	1	1	0
8168	4	0	0	1	0
8169	4	1	0	1	0
8170	4	0	0	1	0
8171	5	0	0	0	0
8172	5	0	0	1	0
8173	5	0	0	1	0
8174	4	0	1	1	0
8175	5	0	0	1	0
8176	5	0	0	1	0
8177	5	0	1	1	0
8178	5	0	0	1	0
8179	4	1	1	1	0
8180	4	0	1	1	0
8181	5	0	1	1	1
8182	5	0	1	1	0
8183	5	0	0	1	0
8184	5	1	1	1	0
8185	5	0	1	1	1
8186	5	0	1	1	0
8187	5	0	1	1	1
8188	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
8189	5	0	0	1	0
8190	5	0	1	1	0
8191	4	0	1	1	0
8192	4	0	0	1	0
8193	4	0	1	1	0
8194	4	1	1	1	1
8195	3	0	0	0	0
8196	5	0	1	1	1
8197	5	0	0	1	0
8198	4	0	0	1	0
8199	4	0	0	1	0
8200	4	0	1	1	0
8201	5	0	0	1	0
8202	5	1	0	1	1
8203	5	0	0	1	1
8204	5	0	0	1	0
8205	5	0	1	1	0
8206	5	0	0	1	0
8207	5	0	0	0	0
8208	5	0	1	1	0
8209	4	0	0	1	0
8210	5	0	1	1	1
8211	5	0	0	1	0
8212	5	0	0	1	0
8213	5	0	1	1	1
8214	5	0	1	1	0
8215	5	1	0	1	0
8216	4	0	0	1	0
8217	4	0	1	1	0
8218	5	0	0	1	0
8219	4	0	1	1	0
8220	5	0	0	1	0
8221	4	1	1	1	0
8222	5	0	0	1	0
8223	4	0	1	1	0
8224	4	0	0	1	0
8225	5	0	0	1	0
8226	4	0	1	1	0
8227	5	0	0	1	1
8228	5	0	1	1	1
8229	5	0	0	1	0
8230	5	0	1	1	0
8231	4	0	0	1	0
8232	5	0	1	1	0
8233	5	1	1	1	0
8234	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
8235	4	0	0	1	0
8236	5	0	1	1	0
8237	4	1	0	1	0
8238	5	0	1	1	0
8239	5	0	1	1	0
8240	4	0	1	1	1
8241	4	0	0	1	0
8242	5	0	0	1	0
8243	5	0	1	1	0
8244	5	0	0	1	0
8245	3	0	1	1	0
8246	5	0	1	1	1
8247	5	0	0	1	0
8248	4	0	0	1	0
8249	4	0	0	1	0
8250	5	0	0	1	0
8251	5	0	0	1	0
8252	5	0	0	1	0
8253	4	0	1	1	0
8254	5	0	0	1	0
8255	5	0	0	1	0
8256	5	0	1	1	0
8257	4	0	0	1	0
8258	4	0	0	1	0
8259	5	0	0	0	0
8260	5	0	0	1	0
8261	5	0	1	1	0
8262	5	0	0	1	0
8263	5	0	0	1	0
8264	4	0	0	1	0
8265	4	0	1	0	0
8266	4	0	0	1	0
8267	4	0	1	1	0
8268	5	0	0	1	0
8269	5	0	1	1	0
8270	5	0	1	1	0
8271	4	0	1	1	0
8272	5	0	1	1	0
8273	4	0	1	1	0
8274	4	0	0	1	0
8275	5	0	1	1	0
8276	4	0	0	1	0
8277	5	0	1	1	1
8278	5	0	0	1	0
8279	5	0	1	1	0
8280	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
8281	4	0	0	1	0
8282	4	0	0	1	0
8283	5	0	1	1	0
8284	4	0	0	1	0
8285	4	0	1	0	1
8286	5	0	0	1	0
8287	3	0	0	1	1
8288	4	0	1	1	0
8289	5	0	0	1	0
8290	4	0	0	1	1
8291	4	1	0	1	0
8292	4	0	1	1	0
8293	4	0	1	1	1
8294	4	0	0	1	0
8295	4	0	0	1	0
8296	5	0	0	1	0
8297	4	1	1	1	0
8298	5	0	1	1	1
8299	5	0	1	1	0
8300	4	1	0	1	0
8301	4	0	0	1	0
8302	5	0	0	1	0
8303	4	0	1	0	0
8304	4	0	1	1	0
8305	4	0	0	1	0
8306	4	0	0	1	0
8307	4	0	1	1	0
8308	4	0	0	1	0
8309	4	0	0	1	0
8310	5	0	1	1	0
8311	4	0	1	1	1
8312	5	0	0	1	0
8313	4	1	0	1	0
8314	4	0	0	1	1
8315	5	0	0	1	0
8316	5	0	0	1	0
8317	5	0	1	1	0
8318	4	0	0	1	0
8319	4	0	0	1	1
8320	5	0	1	1	0
8321	4	0	1	1	1
8322	4	0	1	1	0
8323	4	0	0	1	0
8324	5	0	0	1	0
8325	5	0	0	1	0
8326	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
8327	5	1	0	1	0
8328	4	0	0	1	0
8329	5	0	1	1	1
8330	4	0	0	1	0
8331	4	0	1	1	0
8332	5	0	1	1	0
8333	4	0	1	1	0
8334	5	0	1	1	1
8335	5	0	0	1	0
8336	4	0	0	1	0
8337	4	0	0	1	0
8338	5	1	1	1	0
8339	5	0	0	1	0
8340	5	1	1	1	0
8341	4	0	0	1	0
8342	4	1	1	1	1
8343	5	0	1	1	0
8344	5	0	0	1	0
8345	5	0	1	1	1
8346	5	0	1	1	0
8347	5	1	1	1	0
8348	5	0	0	1	0
8349	4	0	1	1	0
8350	5	0	0	1	0
8351	5	0	0	1	0
8352	4	0	0	1	0
8353	5	0	1	1	0
8354	5	0	1	1	1
8355	5	0	0	1	0
8356	5	0	1	0	0
8357	5	0	1	1	1
8358	5	0	1	1	0
8359	3	0	0	1	0
8360	4	0	0	1	0
8361	3	0	0	1	0
8362	5	0	1	1	0
8363	4	0	0	1	0
8364	5	0	0	1	0
8365	4	0	1	1	1
8366	4	0	0	1	0
8367	5	0	0	1	0
8368	4	0	0	1	0
8369	5	0	1	0	0
8370	3	0	0	1	0
8371	5	0	0	1	0
8372	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
8373	5	0	0	1	0
8374	4	0	1	1	0
8375	4	0	1	1	1
8376	4	0	1	1	0
8377	5	0	1	1	0
8378	4	1	0	1	0
8379	4	0	0	1	0
8380	4	0	0	1	0
8381	4	0	0	1	0
8382	5	0	0	1	0
8383	4	0	0	1	0
8384	4	0	0	1	0
8385	5	0	0	1	0
8386	4	0	0	1	0
8387	4	0	1	1	0
8388	3	0	1	1	0
8389	4	0	0	1	0
8390	5	0	1	1	0
8391	5	0	1	1	0
8392	5	0	1	1	0
8393	5	0	0	1	0
8394	4	0	0	1	0
8395	5	1	1	1	0
8396	4	1	0	1	0
8397	4	1	1	1	0
8398	5	0	0	1	1
8399	4	0	1	1	0
8400	4	0	0	1	0
8401	5	0	1	1	0
8402	4	0	1	1	1
8403	5	0	1	1	0
8404	5	0	1	1	0
8405	4	1	1	1	0
8406	5	0	0	1	0
8407	2	0	0	1	0
8408	5	0	1	1	0
8409	5	1	0	1	0
8410	4	0	1	1	0
8411	4	0	1	1	0
8412	5	0	0	1	0
8413	4	0	0	1	0
8414	5	0	1	0	0
8415	5	0	0	1	0
8416	4	0	1	1	0
8417	5	0	0	1	0
8418	4	0	0	0	0

RandomID	D1	D2	D3	D4	D5
8419	5	0	0	1	0
8420	4	0	1	1	0
8421	4	1	1	1	0
8422	5	0	1	1	0
8423	4	0	0	1	0
8424	4	0	1	1	0
8425	4	0	1	1	0
8426	5	0	0	1	0
8427	4	0	1	1	1
8428	5	0	0	1	0
8429	4	0	1	1	0
8430	5	0	1	1	0
8431	5	0	0	1	0
8432	5	0	1	1	0
8433	3	0	0	1	0
8434	5	0	0	1	0
8435	4	0	0	1	0
8436	4	0	1	1	1
8437	4	0	1	1	0
8438	5	0	0	1	0
8439	4	1	1	1	0
8440	4	0	0	1	0
8441	5	0	0	1	0
8442	5	0	1	1	0
8443	5	0	0	1	0
8444	3	0	1	1	0
8445	5	0	0	1	1
8446	5	0	0	1	0
8447	4	1	0	1	0
8448	4	0	0	1	0
8449	5	0	0	1	0
8450	5	0	0	1	0
8451	4	0	0	1	0
8452	5	0	1	1	1
8453	4	0	1	1	0
8454	5	0	0	1	0
8455	4	0	0	1	0
8456	4	0	0	1	0
8457	4	0	1	1	0
8458	5	0	1	1	0
8459	5	0	0	1	0
8460	5	0	1	1	0
8461	5	0	1	1	0
8462	5	0	0	0	0
8463	4	0	1	1	1
8464	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
8465	4	0	0	1	0
8466	.	.	.	.	.
8467	4	0	0	1	0
8468	5	0	0	1	0
8469	4	0	0	1	0
8470	5	0	0	1	1
8471	5	0	0	1	0
8472	5	0	0	1	1
8473	5	0	0	1	0
8474	5	0	0	1	0
8475	4	0	1	1	1
8476	5	0	0	1	1
8477	4	0	1	1	0
8478	4	0	1	1	0
8479	5	0	0	1	0
8480	4	0	0	1	0
8481	4	0	0	1	0
8482	5	0	0	1	0
8483	5	0	0	1	0
8484	5	0	0	1	0
8485	5	0	0	1	0
8486	5	0	0	1	0
8487	4	0	1	1	0
8488	5	0	0	1	0
8489	5	1	0	1	0
8490	5	0	1	1	0
8491	5	1	1	1	0
8492	4	0	1	1	0
8493	5	0	0	1	0
8494	5	0	0	1	0
8495	5	0	0	1	0
8496	5	0	1	1	0
8497	5	0	0	1	0
8498	5	0	0	1	1
8499	3	0	0	1	1
8500	4	0	0	1	0
8501	4	0	1	1	0
8502	4	0	1	1	0
8503	5	0	1	1	0
8504	5	0	0	1	0
8505	4	0	1	1	0
8506	4	0	0	1	0
8507	3	1	0	1	0
8508	4	0	0	1	0
8509	4	0	1	1	0
8510	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
8511	4	1	0	1	0
8512	4	0	1	1	0
8513	4	0	1	1	0
8514	5	0	0	1	0
8515	3	0	1	1	1
8516	4	0	1	0	0
8517	4	0	0	1	1
8518	4	0	0	1	0
8519	4	1	0	1	0
8520	5	0	0	1	0
8521	5	0	1	1	0
8522	4	0	0	0	1
8523	4	0	1	1	1
8524	4	0	0	0	0
8525	5	0	0	1	1
8526	5	0	0	1	0
8527	4	0	0	1	0
8528	5	1	0	1	0
8529	5	0	1	1	0
8530	4	0	1	1	0
8531	5	0	1	1	0
8532	5	0	1	1	1
8533	5	0	1	1	0
8534	5	1	0	1	0
8535	5	0	0	1	0
8536	4	1	0	1	0
8537	5	0	1	1	1
8538	5	0	0	1	0
8539	5	0	0	1	0
8540	3	0	0	1	0
8541	4	0	0	1	0
8542	5	0	1	1	0
8543	4	0	0	1	0
8544	3	0	1	1	0
8545	5	0	1	1	0
8546	4	0	0	1	0
8547	5	0	0	1	0
8548	5	0	0	1	0
8549	4	0	1	1	0
8550	5	0	0	1	0
8551	5	0	0	1	0
8552	5	0	0	1	0
8553	1	0	1	1	0
8554	5	0	0	0	0
8555	4	0	1	1	0
8556	3	0	1	1	0

RandomID	D1	D2	D3	D4	D5
8557	4	1	0	1	0
8558	5	0	0	1	0
8559	4	1	1	1	0
8560	4	0	1	1	0
8561	5	0	0	1	0
8562	5	0	0	1	0
8563	4	0	0	1	0
8564	4	0	1	1	0
8565	4	0	0	1	0
8566	5	0	1	1	0
8567	3	0	1	1	0
8568	4	0	1	1	0
8569	5	0	0	1	0
8570	5	0	0	1	0
8571	4	0	1	1	0
8572	3	0	1	1	0
8573	5	0	1	1	1
8574	5	0	0	1	0
8575	5	0	1	1	0
8576	4	0	1	1	0
8577	5	0	0	1	0
8578	4	1	1	1	1
8579	3	1	1	1	0
8580	5	1	1	1	0
8581	5	0	0	1	0
8582	4	0	0	1	0
8583	4	0	0	1	0
8584	5	0	0	1	0
8585	4	0	1	1	0
8586	4	0	1	1	0
8587	4	0	0	1	0
8588	5	0	1	1	0
8589	5	0	1	1	0
8590	5	0	0	1	0
8591	5	0	1	1	0
8592	5	0	1	1	0
8593	4	0	0	1	0
8594	5	0	1	1	0
8595	4	0	0	1	0
8596	4	1	1	1	1
8597	5	0	0	1	0
8598	4	0	0	1	0
8599	4	0	0	1	0
8600	4	0	1	1	0
8601	4	0	0	1	0
8602	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
8603	4	0	0	1	0
8604	2	1	1	1	0
8605	5	0	0	1	0
8606	4	0	0	1	0
8607	4	1	0	1	0
8608	4	1	0	1	0
8609	4	0	1	1	0
8610	5	1	1	1	0
8611	5	0	1	1	0
8612	5	0	0	1	0
8613	4	0	0	1	0
8614	4	0	1	1	0
8615	4	0	1	1	1
8616	4	1	0	1	1
8617	4	1	1	1	1
8618	5	0	0	1	0
8619	5	0	1	1	1
8620	5	0	0	1	0
8621	3	0	0	1	0
8622	5	0	0	1	0
8623	5	0	1	1	0
8624	4	0	0	1	0
8625	5	0	1	1	0
8626	4	0	1	1	0
8627	4	0	1	1	0
8628	3	0	1	1	0
8629	5	0	0	1	0
8630	4	0	1	1	1
8631	5	0	0	1	0
8632	5	0	1	0	0
8633	4	0	1	1	0
8634	5	0	1	1	0
8635	4	0	1	1	0
8636	5	0	0	1	0
8637	5	0	1	1	0
8638	5	0	0	1	0
8639	5	0	0	0	0
8640	4	0	0	1	0
8641	5	0	1	1	0
8642	5	0	0	0	0
8643	4	0	1	1	0
8644	5	0	1	1	0
8645	3	0	1	1	0
8646	4	0	1	1	0
8647	5	0	1	1	0
8648	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
8649	5	0	1	1	1
8650	4	0	1	1	0
8651	4	0	0	1	0
8652	.	.	.	.	.
8653	5	0	0	1	0
8654	5	0	1	1	0
8655	4	0	0	1	0
8656	4	1	0	1	0
8657	4	0	1	1	0
8658	5	0	1	1	0
8659	5	0	1	1	1
8660	5	0	0	1	0
8661	4	0	0	1	0
8662	4	0	1	0	0
8663	3	0	0	1	0
8664	4	0	1	1	1
8665	4	0	0	1	0
8666	5	0	1	1	0
8667	5	0	1	1	0
8668	4	0	0	1	0
8669	4	0	1	1	0
8670	5	0	0	1	0
8671	5	0	0	1	0
8672	5	0	1	1	1
8673	5	0	0	1	0
8674	5	0	0	1	0
8675	4	0	0	1	0
8676	5	0	1	1	0
8677	4	0	0	1	0
8678	5	0	0	1	0
8679	5	0	0	1	0
8680	4	0	0	1	0
8681	4	1	0	1	0
8682	.	0	1	1	0
8683	5	0	1	1	0
8684	4	0	1	1	1
8685	5	1	1	1	0
8686	4	0	0	1	0
8687	4	0	0	1	0
8688	5	0	1	1	0
8689	4	0	0	1	0
8690	5	1	1	1	0
8691	5	0	1	1	0
8692	4	0	0	1	0
8693	4	0	0	1	0
8694	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
8695	5	0	1	1	0
8696	4	0	0	1	0
8697	5	0	0	1	0
8698	5	0	0	1	0
8699	5	0	0	1	0
8700	5	0	1	1	0
8701	4	0	1	1	0
8702	5	0	0	1	0
8703	5	0	1	1	0
8704	5	1	0	0	0
8705	4	0	0	1	0
8706	4	0	1	1	0
8707	5	0	0	1	0
8708	4	0	0	1	0
8709	5	1	0	1	0
8710	5	1	1	1	0
8711	4	0	1	1	0
8712	5	0	0	1	0
8713	5	0	1	1	0
8714	5	0	0	1	0
8715	5	0	0	1	0
8716	4	0	1	1	1
8717	5	0	0	1	0
8718	4	1	0	1	0
8719	4	0	1	1	1
8720	5	0	0	1	0
8721	4	0	0	1	0
8722	5	0	0	1	0
8723	4	0	0	1	0
8724	5	0	1	1	0
8725	5	0	1	1	1
8726	5	0	0	1	0
8727	5	0	0	1	0
8728	5	1	1	1	0
8729	5	0	0	1	0
8730	4	0	0	1	0
8731	4	0	0	1	0
8732	5	0	1	1	0
8733	4	0	1	1	0
8734	5	0	1	1	1
8735	4	0	1	1	0
8736	5	0	1	1	0
8737	4	0	0	1	1
8738	5	0	1	1	0
8739	4	1	1	1	0
8740	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
8741	4	0	0	1	0
8742	4	0	1	1	0
8743	4	0	1	1	0
8744	5	0	0	1	0
8745	4	0	1	1	1
8746	5	1	0	1	0
8747	5	0	0	1	0
8748	5	0	0	1	0
8749	4	0	0	1	0
8750	3	0	0	1	0
8751	5	0	0	1	0
8752	4	0	0	1	0
8753	5	0	0	0	0
8754	5	0	1	1	1
8755	4	0	0	1	0
8756	5	0	0	1	0
8757	4	0	1	1	0
8758	4	0	1	1	0
8759	5	1	0	1	0
8760	5	0	0	1	0
8761	4	0	0	1	0
8762	4	0	0	1	0
8763	5	0	0	1	0
8764	4	0	0	1	0
8765	4	0	1	1	0
8766	5	0	1	1	0
8767	5	0	1	0	0
8768	4	0	0	1	0
8769	5	0	1	1	1
8770	5	0	0	1	0
8771	5	0	1	1	0
8772	5	0	0	1	0
8773	5	0	0	1	0
8774	5	0	0	1	0
8775	5	0	0	1	0
8776	5	0	0	1	0
8777	5	0	0	1	0
8778	4	0	0	1	0
8779	5	0	0	1	0
8780	4	0	1	1	0
8781	5	0	0	1	0
8782	4	0	0	1	0
8783	4	0	0	1	0
8784	3	1	1	1	0
8785	5	0	0	1	0
8786	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
8787	5	0	0	1	0
8788	3	0	1	1	0
8789	5	1	1	1	0
8790	4	0	0	1	0
8791	4	0	1	1	0
8792	5	0	0	1	0
8793	5	0	1	1	1
8794	5	0	1	1	0
8795	4	0	0	1	0
8796	5	0	1	1	1
8797	5	0	0	1	0
8798	4	1	0	1	0
8799	4	0	0	1	0
8800	4	0	1	1	0
8801	4	0	1	1	1
8802	5	0	0	1	0
8803	5	0	1	1	0
8804	3	0	0	1	0
8805	5	0	1	1	0
8806	5	0	1	1	0
8807	5	0	1	1	0
8808	5	0	1	1	0
8809	.	.	.	.	.
8810	4	0	1	1	0
8811	4	0	1	1	0
8812	5	0	0	1	0
8813	5	0	0	1	0
8814	5	0	1	1	1
8815	4	0	1	1	0
8816	4	0	1	1	0
8817	4	0	0	1	0
8818	4	0	0	1	0
8819	5	0	1	1	0
8820	4	0	1	1	1
8821	4	0	0	1	0
8822	5	0	0	1	0
8823	5	0	0	1	0
8824	4	0	0	1	0
8825	4	0	0	1	0
8826	5	0	0	1	1
8827	4	0	1	1	0
8828	5	0	0	1	0
8829	5	0	0	1	0
8830	4	0	0	1	0
8831	3	0	1	1	0
8832	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
8833	4	0	1	1	1
8834	4	0	1	1	0
8835	5	0	0	1	0
8836	4	0	0	1	0
8837	5	0	0	1	0
8838	5	0	1	1	0
8839	5	0	0	1	0
8840	5	0	0	1	0
8841	5	0	1	1	0
8842	3	0	1	1	0
8843	5	0	0	1	0
8844	5	0	1	1	0
8845	5	0	1	1	0
8846	5	0	0	1	0
8847	3	1	1	1	0
8848	5	0	0	1	0
8849	4	0	1	1	0
8850	5	0	0	1	0
8851	5	1	1	1	0
8852	4	0	1	1	0
8853	5	0	0	1	0
8854	4	0	1	0	1
8855	5	1	1	1	0
8856	4	0	0	1	0
8857	5	0	0	1	0
8858	5	0	0	1	0
8859	4	0	0	1	0
8860	4	0	0	1	0
8861	5	0	0	1	1
8862	5	0	0	1	0
8863	5	1	0	1	0
8864	5	0	0	1	1
8865	4	0	1	1	0
8866	5	1	1	1	0
8867	5	0	0	1	0
8868	3	0	0	1	0
8869	5	0	1	1	0
8870	4	0	0	1	0
8871	5	0	0	1	0
8872	5	0	0	1	0
8873	5	0	1	1	0
8874	5	0	0	1	0
8875	5	0	0	0	0
8876	5	0	1	1	0
8877	4	0	0	1	0
8878	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
8879	4	0	1	1	0
8880	5	0	1	1	0
8881	5	0	0	0	0
8882	5	0	0	1	0
8883	5	1	1	1	1
8884	5	0	1	1	0
8885	4	0	0	1	0
8886	4	0	0	1	0
8887	4	0	1	1	0
8888	5	0	1	1	0
8889	4	0	0	1	1
8890	3	0	1	1	0
8891	5	0	0	1	0
8892	4	0	1	1	0
8893	5	0	0	1	0
8894	5	0	0	1	0
8895	4	0	0	1	0
8896	4	0	1	1	0
8897	5	0	0	1	0
8898	5	0	0	1	1
8899	3	1	0	0	0
8900	5	0	0	1	0
8901	5	0	0	1	0
8902	5	0	0	1	0
8903	4	0	0	1	1
8904	5	0	0	1	0
8905	5	0	0	1	0
8906	5	0	0	1	0
8907	4	0	1	1	0
8908	5	0	0	1	0
8909	5	0	0	1	0
8910	5	0	0	1	0
8911	3	0	0	1	0
8912	5	0	0	1	1
8913	5	0	1	1	0
8914	5	0	1	1	0
8915	4	0	0	1	0
8916	4	1	1	1	0
8917	5	0	1	1	0
8918	4	0	1	1	0
8919	4	0	1	1	0
8920	5	0	1	1	0
8921	5	0	0	1	0
8922	4	0	0	1	0
8923	4	0	0	1	0
8924	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
8925	5	0	0	1	0
8926	4	0	0	1	0
8927	5	0	0	0	0
8928	2	0	0	1	0
8929	5	0	0	1	0
8930	5	0	1	1	1
8931	4	0	0	1	0
8932	5	0	0	1	1
8933	4	0	0	0	0
8934	4	0	1	1	0
8935	5	0	1	1	0
8936	5	0	0	1	0
8937	5	0	1	0	1
8938	5	0	0	1	1
8939	5	0	1	1	0
8940	4	0	0	1	0
8941	5	0	1	1	0
8942	5	0	0	1	0
8943	5	0	0	1	0
8944	5	0	0	1	0
8945	4	0	1	1	0
8946	4	1	1	1	0
8947	3	0	0	1	0
8948	5	0	0	1	0
8949	4	0	0	1	0
8950	4	0	0	1	0
8951	4	0	0	1	0
8952	5	0	0	1	0
8953	5	0	1	1	0
8954	3	0	1	0	0
8955	5	1	1	1	0
8956	4	0	0	1	0
8957	4	0	0	1	0
8958	5	0	1	1	0
8959	5	0	1	1	0
8960	5	0	1	1	0
8961	5	0	0	1	0
8962	4	0	0	1	0
8963	5	0	1	1	0
8964	5	0	0	1	0
8965	5	0	0	1	0
8966	4	0	1	1	0
8967	5	0	1	1	0
8968	4	0	0	1	0
8969	4	0	1	1	0
8970	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
8971	5	0	1	1	0
8972	5	0	0	1	0
8973	4	0	0	1	0
8974	5	0	1	1	0
8975	4	0	1	1	0
8976	5	0	0	1	0
8977	4	0	1	1	0
8978	5	0	1	1	0
8979	4	0	1	1	0
8980	3	0	0	1	0
8981	4	0	0	1	0
8982	4	1	1	1	0
8983	5	0	0	1	0
8984	3	0	1	1	0
8985	4	0	0	1	0
8986	5	0	1	1	1
8987	4	0	0	1	0
8988	4	0	0	1	0
8989	5	0	0	1	0
8990	4	0	0	1	0
8991	4	0	0	1	0
8992	4	0	1	1	0
8993	5	0	0	1	0
8994	5	0	0	1	0
8995	4	0	0	1	0
8996	4	0	0	1	0
8997	5	0	1	1	0
8998	3	0	0	1	0
8999	4	0	1	1	0
9000	4	0	0	1	0
9001	5	0	0	1	0
9002	3	0	0	1	0
9003	5	1	0	1	0
9004	3	0	1	0	1
9005	4	0	1	1	1
9006	5	0	0	1	0
9007	5	0	0	1	0
9008	5	0	0	1	0
9009	4	0	0	1	0
9010	5	0	0	1	0
9011	5	0	0	1	0
9012	4	0	0	1	0
9013	5	0	0	1	0
9014	4	0	0	1	0
9015	4	0	1	1	0
9016	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
9017	5	0	0	1	0
9018	5	0	1	1	0
9019	4	0	1	1	0
9020	5	0	1	1	0
9021	5	0	0	1	0
9022	4	0	0	1	0
9023	4	0	1	1	0
9024	4	0	0	1	0
9025	4	0	1	1	0
9026	5	0	0	1	0
9027	5	0	1	1	0
9028	4	0	0	1	0
9029	4	0	1	1	0
9030	2	0	1	1	0
9031	5	0	1	1	0
9032	3	0	1	1	0
9033	3	0	1	1	0
9034	5	0	0	1	0
9035	4	0	0	1	0
9036	5	0	1	1	0
9037	5	0	0	1	0
9038	4	0	1	1	0
9039	4	0	1	1	0
9040	5	0	0	1	0
9041	4	0	0	1	0
9042	4	0	0	1	0
9043	5	0	1	1	0
9044	5	0	0	1	0
9045	5	0	0	1	0
9046	5	0	1	1	0
9047	3	0	1	1	0
9048	5	0	0	1	0
9049	4	0	0	1	0
9050	5	0	0	1	0
9051	4	0	0	1	0
9052	4	0	0	1	0
9053	5	0	0	0	0
9054	5	0	1	1	0
9055	4	0	1	0	0
9056	5	0	1	1	0
9057	4	0	1	1	0
9058	5	0	0	1	0
9059	4	1	1	1	0
9060	4	0	0	1	0
9061	4	0	0	1	1
9062	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
9063	5	0	0	1	1
9064	5	0	0	1	0
9065	5	0	0	1	0
9066	4	0	1	1	0
9067	5	0	0	1	0
9068	5	1	1	1	0
9069	5	0	1	1	1
9070	4	0	0	1	0
9071	4	0	0	1	0
9072	5	0	1	1	0
9073	4	0	0	1	0
9074	4	0	0	1	0
9075	5	0	0	1	0
9076	5	0	1	1	0
9077	5	0	1	1	0
9078	4	0	0	1	0
9079	4	0	1	1	0
9080	4	0	0	1	0
9081	3	0	0	1	0
9082	5	0	0	1	0
9083	4	0	1	1	0
9084	5	1	0	1	0
9085	3	0	1	1	0
9086	4	0	0	1	0
9087	4	0	0	1	1
9088	5	0	0	1	0
9089	4	0	1	1	0
9090	5	0	0	1	0
9091	4	0	0	1	0
9092	5	0	0	1	0
9093	4	0	1	1	0
9094	5	0	0	1	0
9095	5	1	1	1	1
9096	5	0	0	1	1
9097	5	0	0	1	0
9098	4	0	1	1	0
9099	4	0	1	1	0
9100	5	0	0	1	0
9101	3	0	0	1	0
9102	5	0	1	1	0
9103	4	0	0	1	0
9104	5	0	1	1	0
9105	4	0	0	1	0
9106	5	0	0	1	0
9107	4	0	1	1	0
9108	3	0	0	0	1

RandomID	D1	D2	D3	D4	D5
9109	4	0	1	1	0
9110	4	0	0	1	0
9111	5	1	1	1	0
9112	5	0	0	1	0
9113	5	0	0	1	0
9114	4	1	0	0	0
9115	.	.	.	.	.
9116	5	0	1	1	0
9117	4	0	1	1	1
9118	4	0	0	1	0
9119	5	0	0	1	0
9120	5	0	0	1	0
9121	5	0	1	1	0
9122	5	0	1	1	0
9123	5	0	0	1	0
9124	4	0	0	1	0
9125	5	0	0	1	0
9126	5	0	1	1	0
9127	5	0	0	1	0
9128	5	0	0	1	0
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9130	5	0	0	1	0
9131	5	0	0	1	0
9132	5	0	0	1	0
9133	4	0	0	1	0
9134	5	0	0	1	0
9135	5	0	1	1	0
9136	5	0	0	1	0
9137	3	0	1	1	0
9138	5	0	1	1	0
9139	4	0	0	1	0
9140	4	0	0	1	0
9141	4	0	1	1	1
9142	5	0	0	1	0
9143	5	0	1	1	0
9144	5	0	1	1	0
9145	4	1	1	0	0
9146	4	0	1	1	0
9147	5	0	1	1	0
9148	4	1	1	1	0
9149	3	0	1	1	0
9150	4	0	1	1	0
9151	4	0	1	1	0
9152	2	0	1	1	0
9153	4	0	0	1	0
9154	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
9155	4	0	0	1	0
9156	4	0	1	1	0
9157	5	0	1	1	0
9158	5	0	1	1	0
9159	5	1	0	1	1
9160	5	0	0	1	1
9161	4	0	1	1	0
9162	5	1	0	1	0
9163	4	0	0	1	0
9164	4	0	0	1	0
9165	4	0	.	0	0
9166	3	1	1	1	0
9167	5	0	0	1	0
9168	5	0	0	1	0
9169	4	0	0	1	0
9170	5	0	1	1	0
9171	4	0	1	1	0
9172	4	.	1	1	1
9173	5	0	0	1	0
9174	5	0	0	1	0
9175	5	1	0	1	0
9176	5	0	1	1	0
9177	5	0	1	1	0
9178	5	0	1	1	0
9179	5	0	0	1	0
9180	5	0	0	1	0
9181	5	0	0	1	0
9182	4	0	1	1	1
9183	5	0	0	1	0
9184	4	0	1	1	0
9185	4	0	0	1	1
9186	4	0	1	1	0
9187	4	0	0	1	0
9188	5	0	1	1	0
9189	4	0	1	1	0
9190	5	0	0	1	0
9191	5	0	1	1	0
9192	4	0	0	1	0
9193	5	0	1	1	0
9194	4	0	0	1	0
9195	5	0	1	1	0
9196	5	0	0	1	0
9197	5	0	0	1	0
9198	3	0	0	1	0
9199	4	0	1	1	1
9200	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
9201	5	0	0	1	0
9202	4	0	1	1	0
9203	4	0	0	1	0
9204	5	1	1	1	0
9205	5	0	1	1	0
9206	5	0	0	1	0
9207	4	0	0	1	0
9208	4	0	0	1	0
9209	3	1	1	1	1
9210	5	0	1	1	0
9211	5	0	1	1	0
9212	5	1	1	1	0
9213	4	0	1	1	0
9214	5	0	1	1	1
9215	3	0	1	1	1
9216	5	0	0	1	0
9217	5	0	0	1	0
9218	5	0	0	1	0
9219	5	0	0	1	0
9220	4	1	1	1	0
9221	5	0	1	1	1
9222	4	0	0	1	0
9223	5	0	0	1	0
9224	5	0	1	0	0
9225	4	0	0	1	0
9226	5	0	0	1	0
9227	5	0	0	0	0
9228	4	0	0	1	0
9229	5	0	1	1	0
9230	5	0	0	1	0
9231	4	0	1	1	0
9232	4	0	0	1	0
9233	4	0	0	1	0
9234	5	0	0	1	0
9235	4	1	1	1	1
9236	5	1	0	1	0
9237	4	0	0	1	0
9238	5	0	1	1	0
9239	5	0	1	1	0
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9241	4	0	0	1	0
9242	5	0	0	1	0
9243	5	0	1	1	0
9244	5	0	0	1	0
9245	5	0	0	1	0
9246	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
9247	5	0	0	1	0
9248	5	0	0	1	0
9249	5	0	0	1	1
9250	5	0	0	1	0
9251	5	0	0	0	0
9252	5	0	1	1	0
9253	5	0	0	1	0
9254	5	0	0	1	1
9255	4	1	1	1	0
9256	4	0	1	1	0
9257	5	0	1	1	0
9258	5	0	0	1	1
9259	4	0	0	1	0
9260	4	0	0	1	0
9261	4	0	1	1	0
9262	4	0	1	1	0
9263	5	0	1	1	1
9264	5	0	0	1	0
9265	4	0	0	1	0
9266	5	0	0	1	0
9267	5	0	0	1	0
9268	5	0	1	1	0
9269	3	0	1	1	0
9270	5	0	0	1	0
9271	5	0	0	1	0
9272	4	0	0	1	0
9273	4	0	1	1	1
9274	4	0	1	1	1
9275	3	0	1	1	0
9276	4	0	1	1	0
9277	5	0	0	1	0
9278	5	0	1	1	0
9279	4	0	1	1	0
9280	4	0	1	1	1
9281	5	0	0	1	0
9282	4	0	1	1	0
9283	4	0	1	1	0
9284	4	0	0	1	0
9285	5	0	0	1	0
9286	4	0	0	1	0
9287	5	0	0	1	0
9288	3	1	0	1	0
9289	5	0	1	1	0
9290	4	0	1	1	0
9291	5	0	0	1	0
9292	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
9293	5	0	0	1	0
9294	5	0	0	1	0
9295	4	0	0	1	1
9296	4	0	1	1	0
9297	5	0	1	1	0
9298	4	0	0	1	0
9299	5	0	0	1	0
9300	4	0	0	1	0
9301	5	0	0	1	0
9302	5	0	0	1	0
9303	4	0	1	1	0
9304	4	0	1	1	0
9305	5	0	1	0	0
9306	5	0	1	1	0
9307	5	0	1	1	1
9308	4	0	0	1	0
9309	5	0	0	1	0
9310	4	0	1	1	0
9311	5	0	0	1	0
9312	5	0	0	1	0
9313	4	0	0	1	0
9314	4	0	0	1	1
9315	4	0	1	1	1
9316	5	0	0	1	0
9317	4	0	1	1	0
9318	4	0	1	1	0
9319	5	0	1	1	0
9320	5	0	0	1	0
9321	5	0	0	1	0
9322	5	0	0	1	1
9323	4	0	1	0	1
9324	5	0	0	1	1
9325	5	0	0	1	0
9326	5	0	1	1	1
9327	5	0	1	1	0
9328	5	0	0	1	1
9329	5	0	0	1	0
9330	5	0	0	1	0
9331	5	0	1	1	0
9332	5	0	0	1	0
9333	4	0	0	1	0
9334	5	1	1	1	0
9335	4	0	0	1	0
9336	4	1	1	1	0
9337	5	0	1	1	0
9338	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
9339	3	0	1	0	0
9340	5	0	0	1	0
9341	5	0	0	1	0
9342	5	0	0	1	0
9343	5	0	1	1	1
9344	5	0	0	1	0
9345	3	0	1	0	0
9346	5	0	0	1	0
9347	4	0	0	1	0
9348	5	1	0	1	1
9349	5	0	1	1	0
9350	4	0	0	1	1
9351	5	0	0	1	0
9352	4	0	0	1	1
9353	5	0	1	1	0
9354	4	0	0	1	0
9355	5	0	1	1	1
9356	4	0	1	1	0
9357	5	0	1	1	1
9358	5	0	0	1	0
9359	5	0	0	1	0
9360	5	0	1	1	0
9361	5	0	1	1	0
9362	5	0	0	1	0
9363	5	1	1	1	0
9364	2	0	0	1	0
9365	4	0	1	1	0
9366	4	1	0	1	0
9367	4	0	1	1	0
9368	5	0	1	1	0
9369	4	0	1	1	0
9370	4	0	1	1	1
9371	5	0	0	1	0
9372	5	0	0	1	0
9373	5	0	1	1	0
9374	4	0	1	1	0
9375	5	0	1	1	0
9376	5	0	1	1	0
9377	4	0	1	1	1
9378	3	0	0	1	0
9379	5	0	0	1	0
9380	5	0	1	1	0
9381	5	0	0	1	0
9382	5	0	0	1	0
9383	5	0	1	1	0
9384	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
9385	4	0	0	1	0
9386	4	0	1	1	0
9387	5	0	1	0	1
9388	4	0	0	1	0
9389	5	0	0	1	0
9390	5	0	1	1	1
9391	5	0	0	1	0
9392	4	0	0	1	0
9393	3	0	0	1	0
9394	5	0	1	1	0
9395	5	0	1	1	0
9396	5	0	0	1	0
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9398	5	0	0	1	0
9399	3	0	0	1	0
9400	4	0	1	1	1
9401	4	0	1	1	0
9402	4	0	1	1	0
9403	4	0	1	1	0
9404	5	0	0	1	0
9405	5	0	0	1	0
9406	3	0	0	1	0
9407	5	0	1	1	0
9408	3	0	1	1	0
9409	4	0	0	0	0
9410	5	0	1	1	0
9411	5	0	0	1	1
9412	4	0	0	1	0
9413	5	0	0	1	0
9414	5	0	1	1	0
9415	4	0	1	1	1
9416	4	0	1	1	0
9417	5	0	0	1	0
9418	5	0	0	1	0
9419	5	0	1	1	0
9420	5	0	1	1	0
9421	4	0	0	1	1
9422	4	0	0	1	0
9423	4	1	1	1	0
9424	5	0	0	1	0
9425	4	0	1	1	1
9426	4	0	1	1	1
9427	4	1	1	1	0
9428	5	0	1	1	0
9429	4	0	1	1	0
9430	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
9431	5	0	0	1	0
9432	5	0	0	1	0
9433	4	0	1	1	0
9434	5	0	1	1	0
9435	4	0	1	1	0
9436	4	0	0	1	0
9437	5	0	1	1	0
9438	5	0	1	1	1
9439	5	0	1	1	0
9440	3	0	1	1	0
9441	4	0	0	1	0
9442	5	0	0	1	0
9443	3	0	1	1	0
9444	5	0	0	1	0
9445	4	0	1	1	0
9446	5	0	1	1	0
9447	4	1	1	1	1
9448	5	0	0	1	0
9449	4	0	1	1	0
9450	5	0	1	1	0
9451	5	0	0	0	0
9452	5	1	0	1	0
9453	5	0	0	1	0
9454	5	0	1	1	0
9455	4	0	1	1	0
9456	5	0	0	1	0
9457	4	0	0	1	0
9458	5	0	0	1	0
9459	5	0	0	1	0
9460	4	0	1	1	0
9461	4	0	0	1	1
9462	5	0	0	1	0
9463	5	0	1	1	0
9464	5	0	0	1	0
9465	5	0	1	1	0
9466	5	0	0	1	0
9467	5	0	0	1	0
9468	5	0	0	1	0
9469	5	0	1	1	0
9470	5	0	1	1	0
9471	5	0	0	0	0
9472	4	0	1	0	0
9473	5	0	0	1	0
9474	5	0	0	1	0
9475	5	0	1	1	0
9476	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
9477	4	0	1	1	0
9478	4	0	0	1	0
9479	3	0	0	1	1
9480	5	0	0	1	0
9481	4	0	1	1	1
9482	5	0	1	1	0
9483	4	0	1	1	0
9484	5	0	0	1	0
9485	5	0	0	1	1
9486	5	0	0	1	0
9487	5	0	1	1	0
9488	5	0	1	1	1
9489	5	0	0	1	0
9490	5	0	0	1	0
9491	5	0	0	1	0
9492	5	0	0	1	0
9493	4	0	1	1	1
9494	4	1	1	1	0
9495	4	0	1	1	0
9496	5	0	1	1	0
9497	5	0	0	1	0
9498	4	0	0	1	0
9499	5	0	0	1	0
9500	5	0	1	1	0
9501	4	0	0	1	0
9502	4	0	1	1	0
9503	4	1	0	1	0
9504	4	0	0	1	1
9505	5	0	0	1	0
9506	4	0	0	1	0
9507	5	0	0	1	0
9508	4	0	1	1	0
9509	5	0	1	1	0
9510	4	0	1	1	0
9511	5	1	0	1	0
9512	5	1	1	1	0
9513	4	0	1	1	0
9514	4	0	0	1	0
9515	4	0	1	1	0
9516	3	0	0	1	0
9517	5	0	0	1	0
9518	4	0	0	1	0
9519	3	0	0	1	0
9520	5	0	1	1	0
9521	5	0	0	1	1
9522	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
9523	4	0	0	1	0
9524	4	0	0	1	0
9525	4	0	1	1	0
9526	4	1	0	1	0
9527	5	0	0	1	0
9528	4	0	1	1	1
9529	5	0	0	1	0
9530	3	0	0	1	0
9531	4	1	1	1	1
9532	5	0	0	1	0
9533	5	0	1	1	0
9534	4	0	0	1	0
9535	5	0	0	1	0
9536	5	1	0	1	0
9537	4	0	1	1	0
9538	4	0	1	1	0
9539	4	0	1	1	0
9540	4	0	0	1	0
9541	4	0	0	1	0
9542	3	0	1	0	0
9543	5	0	1	1	0
9544	4	0	0	1	0
9545	5	0	1	1	0
9546	5	0	1	0	0
9547	5	0	0	1	0
9548	3	0	0	1	0
9549	5	0	0	1	0
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9552	5	0	0	1	0
9553	4	0	1	1	0
9554	4	0	0	1	1
9555	5	0	1	1	0
9556	5	0	1	1	0
9557	4	1	1	1	0
9558	4	0	1	1	0
9559	4	0	0	1	0
9560	5	0	0	1	0
9561	5	0	0	1	0
9562	5	0	1	1	0
9563	4	0	1	1	0
9564	5	0	0	1	0
9565	3	0	1	1	0
9566	4	0	0	1	0
9567	4	0	0	1	0
9568	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
9569	5	0	0	1	0
9570	4	1	0	1	1
9571	5	1	1	1	1
9572	4	0	0	1	0
9573	5	0	0	1	0
9574	5	0	0	1	0
9575	5	0	1	1	1
9576	4	0	1	1	0
9577	5	0	0	1	0
9578	5	0	0	1	0
9579	5	0	1	1	0
9580	4	0	0	1	0
9581	5	1	1	1	1
9582	4	0	1	1	1
9583	4	0	1	1	0
9584	5	0	0	1	0
9585	4	0	1	1	0
9586	4	0	0	1	0
9587	4	1	1	1	0
9588	5	0	0	1	0
9589	5	0	0	1	0
9590	4	0	1	1	0
9591	5	0	0	1	0
9592	5	0	1	1	0
9593	5	0	0	1	0
9594	5	0	0	1	0
9595	3	0	1	1	0
9596	5	0	0	1	0
9597	4	0	0	1	0
9598	4	0	1	1	1
9599	5	0	1	1	0
9600	5	0	1	1	1
9601	5	1	1	1	0
9602	4	0	1	0	1
9603	5	0	0	1	0
9604	4	0	0	1	0
9605	5	0	0	1	1
9606	5	0	0	1	0
9607	3	1	0	1	0
9608	5	0	0	1	0
9609	5	0	0	1	0
9610	5	0	0	1	0
9611	4	0	0	1	0
9612	4	0	0	1	0
9613	5	0	0	1	0
9614	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
9615	4	0	1	1	0
9616	5	0	0	1	0
9617	4	0	0	0	1
9618	4	0	1	1	0
9619	4	0	1	1	0
9620	3	0	0	1	0
9621	4	0	0	1	0
9622	5	0	1	1	0
9623	4	1	1	1	0
9624	5	0	1	1	0
9625	5	0	0	1	0
9626	3	0	0	1	0
9627	3	0	1	1	0
9628	4	0	0	1	0
9629	3	0	0	1	0
9630	4	0	1	1	0
9631	5	0	1	1	0
9632	5	1	0	1	0
9633	4	0	1	1	0
9634	4	0	0	1	0
9635	5	0	0	1	0
9636	4	0	0	1	1
9637	5	0	1	1	0
9638	5	0	0	1	0
9639	3	0	0	1	0
9640	4	0	0	1	0
9641	4	0	0	1	0
9642	5	0	1	1	0
9643	4	0	1	1	1
9644	5	0	0	1	0
9645	5	0	0	1	0
9646	4	0	1	1	0
9647	4	0	0	1	0
9648	5	0	0	1	0
9649	4	0	1	1	0
9650	5	0	0	1	0
9651	4	0	1	1	0
9652	3	0	0	1	0
9653	5	0	0	1	0
9654	4	0	1	1	0
9655	5	0	1	1	0
9656	5	0	0	1	0
9657	5	0	1	1	0
9658	5	0	0	1	0
9659	5	0	1	1	1
9660	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
9661	5	0	1	1	0
9662	5	0	0	1	1
9663	4	0	1	1	0
9664	4	0	1	1	0
9665	4	0	1	1	1
9666	4	0	0	1	0
9667	4	0	0	1	0
9668	5	0	0	1	0
9669	4	0	0	1	0
9670	5	0	1	1	0
9671	5	0	0	1	0
9672	4	1	1	1	0
9673	4	0	0	0	0
9674	5	0	0	1	0
9675	4	1	0	1	0
9676	3	0	1	1	0
9677	3	0	1	1	0
9678	3	0	1	1	1
9679	4	0	1	1	0
9680	4	0	0	1	1
9681	5	0	0	1	0
9682	4	0	0	1	0
9683	4	1	0	1	0
9684	4	0	0	1	0
9685	5	0	1	1	1
9686	5	1	1	1	1
9687	5	0	0	1	0
9688	4	0	0	1	0
9689	5	0	1	1	0
9690	4	1	0	1	0
9691	5	1	0	1	0
9692	5	0	1	1	0
9693	5	0	1	1	0
9694	4	0	0	1	0
9695	4	0	0	1	1
9696	5	0	0	1	0
9697	4	1	0	1	1
9698	5	1	0	1	0
9699	4	0	1	0	0
9700	5	0	0	1	0
9701	4	0	0	1	0
9702	4	0	0	0	0
9703	4	0	1	1	0
9704	5	0	0	1	0
9705	4	0	0	1	1
9706	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
9707	4	0	0	1	0
9708	5	0	0	0	0
9709	5	0	1	1	0
9710	5	0	0	1	0
9711	4	1	1	0	0
9712	4	0	0	1	0
9713	3	0	1	1	1
9714	4	0	1	0	0
9715	5	0	0	1	0
9716	4	0	0	1	1
9717	4	0	1	0	1
9718	5	0	0	1	0
9719	5	0	1	1	0
9720	4	0	1	1	0
9721	5	0	0	1	0
9722	5	0	1	1	0
9723	5	0	1	1	0
9724	4	0	0	1	0
9725	3	0	1	1	0
9726	4	0	0	1	0
9727	5	0	0	1	0
9728	4	0	0	1	0
9729	3	0	0	1	0
9730	4	0	1	1	0
9731	5	0	0	1	0
9732	3	1	1	1	0
9733	4	0	1	1	0
9734	5	0	1	1	0
9735	5	0	1	1	0
9736	4	0	0	1	0
9737	5	0	1	1	1
9738	5	0	1	1	0
9739	5	0	1	1	0
9740	5	0	0	1	0
9741	5	0	1	1	1
9742	5	0	0	1	0
9743	4	0	0	1	0
9744	5	0	0	1	0
9745	5	0	1	1	0
9746	5	0	0	1	0
9747	4	0	1	1	1
9748	5	0	1	1	0
9749	4	0	0	1	1
9750	5	0	1	1	1
9751	5	0	0	1	0
9752	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
9753	4	0	1	1	0
9754	4	0	1	1	0
9755	4	0	1	1	0
9756	4	0	0	1	0
9757	5	0	1	1	0
9758	4	0	1	1	0
9759	5	0	1	1	0
9760	5	0	0	1	0
9761	3	0	0	1	0
9762	5	0	0	1	0
9763	5	0	0	1	0
9764	4	0	1	1	0
9765	5	0	0	1	0
9766	3	0	1	1	0
9767	4	0	1	1	0
9768	5	0	0	1	0
9769	5	0	0	1	1
9770	4	0	1	1	0
9771	5	0	0	1	1
9772	5	0	1	1	1
9773	4	0	0	1	0
9774	3	1	1	1	0
9775	4	0	1	1	0
9776	4	0	1	1	0
9777	4	0	1	1	0
9778	4	1	1	1	0
9779	3	0	0	1	0
9780	5	0	0	1	0
9781	4	0	0	1	0
9782	4	0	0	1	0
9783	5	0	1	1	1
9784	5	0	1	1	0
9785	5	0	0	1	0
9786	3	1	1	1	0
9787	4	0	1	1	0
9788	4	1	0	1	0
9789	4	0	0	1	0
9790	5	0	1	1	0
9791	4	0	0	1	0
9792	4	0	0	1	0
9793	5	0	1	1	0
9794	4	0	1	1	0
9795	5	1	1	0	1
9796	4	0	1	1	0
9797	4	0	0	1	0
9798	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
9799	5	0	0	1	0
9800	5	0	0	1	0
9801	5	0	1	1	0
9802	4	0	0	1	0
9803	4	0	1	1	0
9804	4	0	0	1	0
9805	5	0	1	1	0
9806	5	0	1	1	0
9807	5	0	1	1	0
9808	5	0	0	1	0
9809	5	0	1	1	0
9810	3	0	1	1	0
9811	5	0	1	1	0
9812	5	1	0	1	0
9813	3	0	0	1	0
9814	3	0	0	1	0
9815	5	0	0	1	0
9816	5	0	0	1	0
9817	4	0	0	1	0
9818	5	0	0	1	0
9819	5	1	1	1	1
9820	4	0	0	1	0
9821	5	0	1	1	0
9822	4	0	1	1	0
9823	5	0	1	1	0
9824	4	0	0	1	0
9825	5	0	0	1	0
9826	5	0	0	1	0
9827	4	0	0	1	0
9828	5	0	0	1	0
9829	5	0	0	1	0
9830	5	0	1	1	0
9831	5	0	0	1	0
9832	4	0	1	1	0
9833	4	0	0	1	1
9834	5	0	0	1	1
9835	4	0	0	1	0
9836	5	0	1	1	0
9837	3	0	1	1	0
9838	5	0	0	1	0
9839	5	0	0	1	0
9840	4	0	0	1	0
9841	3	0	1	1	0
9842	4	0	1	1	0
9843	5	0	1	1	0
9844	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
9845	5	0	0	1	0
9846	5	0	0	1	0
9847	5	1	1	1	0
9848	5	0	0	1	0
9849	4	0	0	1	0
9850	5	0	1	1	0
9851	4	0	0	1	0
9852	5	0	1	1	1
9853	4	0	1	1	0
9854	3	0	0	1	0
9855	5	1	1	1	0
9856	4	0	0	1	0
9857	4	0	0	1	0
9858	4	0	0	1	0
9859	5	0	0	1	0
9860	5	0	1	1	0
9861	5	0	0	1	0
9862	5	0	1	1	0
9863	5	0	0	1	0
9864	4	1	0	1	0
9865	4	1	0	1	0
9866	5	0	1	1	0
9867	5	0	1	1	0
9868	4	0	0	1	0
9869	4	0	0	1	0
9870	3	1	1	1	1
9871	4	0	0	1	0
9872	5	0	0	1	0
9873	4	1	1	1	0
9874	4	0	0	1	0
9875	4	0	1	1	0
9876	4	0	1	1	0
9877	5	0	0	1	0
9878	4	0	1	1	0
9879	4	0	0	1	0
9880	5	0	0	1	0
9881	5	0	0	1	0
9882	4	0	0	1	0
9883	3	.	1	1	0
9884	5	0	0	1	0
9885	4	0	1	1	0
9886	4	0	0	1	0
9887	5	0	1	1	0
9888	4	0	0	1	0
9889	4	0	0	1	0
9890	4	1	0	1	0

RandomID	D1	D2	D3	D4	D5
9891	5	0	1	1	0
9892	5	0	1	1	0
9893	4	0	0	1	0
9894	5	0	1	1	0
9895	4	0	0	1	1
9896	5	0	1	1	0
9897	4	1	1	1	0
9898	3	0	0	1	0
9899	5	0	0	1	0
9900	4	0	0	1	0
9901	4	0	0	1	0
9902	5	0	0	1	0
9903	4	0	0	1	0
9904	4	0	1	0	0
9905	4	0	1	1	0
9906	3	1	1	1	0
9907	5	0	0	1	0
9908	4	0	1	1	1
9909	5	0	1	1	0
9910	5	1	1	1	0
9911	5	0	0	1	0
9912	5	0	1	1	0
9913	5	0	0	1	0
9914	5	0	0	1	0
9915	5	0	0	1	0
9916	5	0	0	1	0
9917	4	1	0	1	0
9918	4	0	1	1	1
9919	5	0	1	1	0
9920	4	0	0	1	0
9921	4	1	1	1	0
9922	4	0	0	1	0
9923	4	0	1	1	0
9924	5	0	0	1	0
9925	5	0	1	1	0
9926	5	0	0	1	0
9927	5	0	1	1	0
9928	4	0	0	1	0
9929	4	0	1	1	0
9930	5	1	1	1	0
9931	5	0	0	1	0
9932	4	0	1	1	0
9933	4	0	0	1	0
9934	5	0	0	1	0
9935	4	0	0	1	0
9936	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
9937	4	0	1	1	0
9938	4	1	1	1	1
9939	5	0	0	1	0
9940	5	0	0	1	0
9941	5	0	1	1	0
9942	4	0	1	1	0
9943	5	0	1	1	0
9944	5	0	1	1	0
9945	5	0	0	1	0
9946	4	0	0	1	0
9947	5	0	1	1	0
9948	3	0	0	1	0
9949	4	0	0	0	0
9950	5	0	1	1	0
9951	5	0	1	1	0
9952	5	0	1	1	0
9953	5	0	1	1	0
9954	5	1	0	1	0
9955	5	0	1	1	0
9956	5	0	0	1	0
9957	5	0	1	1	0
9958	5	0	0	1	0
9959	4	0	1	1	0
9960	5	1	1	1	0
9961	5	0	0	1	0
9962	5	0	0	1	0
9963	4	0	1	0	0
9964	5	0	0	1	1
9965	5	0	0	1	0
9966	4	1	0	1	0
9967	4	0	0	1	0
9968	4	0	0	1	0
9969	5	0	0	1	1
9970	4	0	0	1	0
9971	4	1	0	1	0
9972	4	0	0	1	0
9973	5	0	0	1	0
9974	4	1	1	1	0
9975	4	0	0	1	0
9976	5	0	0	1	0
9977	5	0	1	1	0
9978	5	0	0	1	0
9979	5	0	1	1	1
9980	5	0	1	1	0
9981	5	0	0	1	0
9982	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
9983	3	0	0	1	0
9984	4	0	1	1	0
9985	3	0	0	1	0
9986	5	0	0	1	0
9987	5	0	1	1	1
9988	3	0	0	1	0
9989	4	0	0	1	1
9990	4	0	1	1	0
9991	5	0	1	1	1
9992	4	0	1	1	0
9993	5	0	1	1	0
9994	4	0	0	1	0
9995	4	0	0	1	0
9996	5	0	1	1	1
9997	5	0	0	1	0
9998	4	0	1	1	0
9999	5	0	1	1	0
10000	4	0	1	1	0
10001	5	0	1	1	1
10002	5	0	1	1	0
10003	4	0	0	1	0
10004	4	0	1	1	0
10005	4	0	1	1	0
10006	3	0	0	1	0
10007	5	0	1	1	0
10008	5	0	0	1	0
10009	5	0	1	1	0
10010	4	0	0	1	0
10011	4	0	0	1	1
10012	5	0	1	1	0
10013	5	0	0	1	0
10014	5	0	1	1	0
10015	5	0	0	1	0
10016	1	1	1	1	1
10017	4	0	0	1	0
10018	5	0	0	1	0
10019	4	0	1	1	0
10020	4	0	0	1	0
10021	4	0	0	1	0
10022	5	0	1	1	0
10023	4	0	1	1	0
10024	3	0	1	1	0
10025	4	0	1	1	0
10026	4	0	0	1	0
10027	5	0	0	1	0
10028	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
10029	4	0	0	1	0
10030	5	0	0	1	0
10031	4	0	0	1	0
10032	5	0	0	0	0
10033	5	0	0	1	0
10034	5	0	0	1	0
10035	5	0	0	1	0
10036	5	0	0	1	0
10037	4	1	1	1	0
10038	5	0	0	1	0
10039	4	0	1	1	0
10040	5	0	0	1	0
10041	4	0	1	1	0
10042	4	0	1	1	1
10043	5	0	0	1	0
10044	5	0	0	1	0
10045	4	0	1	1	0
10046	3	0	0	1	0
10047	5	0	1	1	0
10048	5	0	0	1	0
10049	4	1	0	1	0
10050	4	0	0	1	0
10051	5	0	0	1	0
10052	5	0	0	1	0
10053	4	0	0	1	0
10054	4	0	1	1	0
10055	5	0	0	1	0
10056	5	0	1	0	0
10057	5	0	1	1	0
10058	5	0	0	1	0
10059	5	1	1	1	0
10060	5	0	1	1	0
10061	4	1	1	1	0
10062	4	0	1	1	0
10063	3	0	1	1	0
10064	5	0	0	1	1
10065	5	0	1	1	0
10066	5	0	0	1	0
10067	4	0	1	1	0
10068	4	0	0	1	0
10069	5	0	0	1	1
10070	5	0	1	1	0
10071	5	0	1	1	1
10072	5	0	0	1	0
10073	4	0	0	1	0
10074	4	0	0	0	1

RandomID	D1	D2	D3	D4	D5
10075	4	0	1	1	0
10076	3	0	0	1	0
10077	4	0	0	1	0
10078	4	0	0	1	0
10079	5	0	0	1	0
10080	5	0	0	1	0
10081	5	0	0	0	0
10082	4	0	1	1	0
10083	4	0	0	1	0
10084	5	0	0	1	0
10085	4	0	0	1	0
10086	4	0	0	1	0
10087	5	0	0	1	0
10088	5	0	1	1	0
10089	5	0	1	1	0
10090	4	0	1	1	0
10091	5	0	1	1	0
10092	5	0	0	1	0
10093	5	0	0	1	0
10094	3	0	1	1	0
10095	4	0	0	1	1
10096	4	0	0	1	1
10097	5	0	0	1	1
10098	4	0	1	1	0
10099	4	0	0	1	0
10100	5	0	0	1	0
10101	5	1	1	1	1
10102	4	1	0	1	0
10103	4	0	1	1	0
10104	4	0	0	1	0
10105	5	0	0	0	0
10106	4	0	1	1	0
10107	5	0	0	1	0
10108	5	0	0	1	1
10109	4	0	0	1	0
10110	4	1	0	1	0
10111	5	0	0	1	0
10112	5	0	0	1	0
10113	4	1	0	1	1
10114	5	0	0	0	1
10115	4	0	1	1	0
10116	4	0	0	1	1
10117	4	0	0	1	1
10118	5	0	0	1	0
10119	5	0	1	1	0
10120	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
10121	5	0	1	1	0
10122	4	0	0	0	0
10123	5	0	1	1	0
10124	5	0	0	1	0
10125	5	0	0	1	0
10126	5	0	0	1	0
10127	4	0	1	0	0
10128	2	0	1	1	0
10129	5	0	1	1	0
10130	4	0	0	1	0
10131	4	0	1	1	0
10132	5	0	1	1	0
10133	5	0	0	1	0
10134	5	0	1	1	0
10135	4	0	1	1	0
10136	5	0	0	1	0
10137	5	0	0	1	0
10138	5	0	1	1	1
10139	4	0	1	1	0
10140	3	0	1	1	0
10141	4	0	0	1	0
10142	4	0	1	1	0
10143	4	0	0	1	0
10144	5	0	1	1	1
10145	5	0	0	1	0
10146	3	0	0	1	0
10147	3	0	0	1	1
10148	5	0	1	1	0
10149	5	0	0	0	0
10150	5	0	1	1	0
10151	5	0	0	1	1
10152	4	0	0	1	0
10153	5	0	0	1	0
10154	5	0	1	1	0
10155	5	0	0	1	0
10156	4	0	1	1	0
10157	4	0	1	1	0
10158	5	0	0	1	0
10159	5	0	0	1	0
10160	4	0	1	1	1
10161	5	0	0	1	0
10162	.	.	.	.	.
10163	4	0	0	1	0
10164	5	1	1	1	0
10165	5	0	0	1	0
10166	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
10167	5	0	0	1	0
10168	4	0	0	1	0
10169	4	0	0	1	0
10170	5	0	1	1	1
10171	4	1	0	1	0
10172	4	0	0	1	0
10173	5	0	0	1	0
10174	5	0	0	1	0
10175	5	0	0	1	0
10176	5	0	1	1	0
10177	5	0	1	1	0
10178	5	0	1	1	0
10179	3	0	0	1	0
10180	4	1	1	1	0
10181	5	0	0	1	1
10182	4	0	1	1	0
10183	4	0	0	1	0
10184	4	0	0	1	0
10185	5	0	1	1	1
10186	5	0	0	1	0
10187	5	0	0	1	0
10188	4	0	1	1	0
10189	5	0	0	1	0
10190	5	0	1	1	0
10191	5	1	1	1	0
10192	5	0	0	1	1
10193	4	0	1	1	0
10194	5	0	0	1	0
10195	5	0	1	1	0
10196	4	0	0	1	0
10197	5	0	0	1	0
10198	4	0	1	1	0
10199	3	1	1	1	0
10200	5	0	1	1	1
10201	5	0	0	1	0
10202	5	0	1	1	0
10203	3	0	0	1	0
10204	5	1	1	1	1
10205	4	0	1	1	1
10206	4	1	0	1	0
10207	5	0	1	1	0
10208	2	0	0	1	1
10209	5	0	1	1	0
10210	4	0	0	1	0
10211	5	0	1	1	0
10212	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
10213	3	0	1	1	1
10214	4	1	1	1	0
10215	4	0	0	1	0
10216	5	1	1	1	0
10217	5	0	1	1	0
10218	3	0	0	1	1
10219	5	0	1	1	0
10220	5	0	1	1	0
10221	5	1	1	1	0
10222	5	0	0	1	0
10223	5	0	0	1	1
10224	5	0	0	1	0
10225	5	0	0	1	0
10226	4	0	0	1	0
10227	4	0	0	1	0
10228	5	0	1	1	0
10229	5	0	0	1	0
10230	4	0	1	1	0
10231	4	0	1	1	0
10232	4	0	0	1	0
10233	5	0	0	1	0
10234	4	0	1	0	0
10235	5	0	1	1	1
10236	5	0	0	1	0
10237	4	0	0	1	0
10238	4	0	1	1	0
10239	5	0	1	1	0
10240	4	0	1	1	1
10241	4	0	1	1	0
10242	5	0	0	1	0
10243	4	0	0	1	0
10244	5	0	1	1	0
10245	5	0	1	1	0
10246	4	0	0	1	1
10247	5	0	1	1	0
10248	5	0	0	1	0
10249	4	0	1	1	0
10250	4	0	0	1	0
10251	4	0	0	1	0
10252	3	1	1	1	1
10253	5	0	1	1	0
10254	4	0	1	1	0
10255	5	0	0	1	0
10256	5	0	0	1	0
10257	4	0	0	1	0
10258	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
10259	4	0	1	1	0
10260	4	0	1	1	0
10261	5	0	1	1	0
10262	4	0	1	1	0
10263	5	0	1	1	0
10264	4	0	1	1	0
10265	5	0	0	1	0
10266	4	0	0	1	0
10267	4	0	0	1	0
10268	5	0	0	1	0
10269	5	0	1	1	0
10270	4	0	0	1	0
10271	4	0	1	1	1
10272	5	0	0	1	0
10273	4	0	1	1	0
10274	5	0	0	1	1
10275	5	0	0	1	0
10276	3	0	1	1	0
10277	4	0	0	1	0
10278	4	0	1	1	0
10279	5	0	0	1	0
10280	5	0	1	0	0
10281	3	0	0	1	1
10282	4	0	1	1	0
10283	5	1	1	1	1
10284	5	0	1	1	0
10285	4	0	1	1	0
10286	4	0	0	1	0
10287	3	0	1	1	1
10288	4	0	1	1	0
10289	5	0	1	1	0
10290	4	0	0	1	0
10291	5	0	1	1	0
10292	5	0	0	1	0
10293	4	0	0	1	0
10294	5	0	0	1	0
10295	4	0	1	1	0
10296	4	0	1	1	0
10297	5	0	1	1	0
10298	4	0	0	1	1
10299	4	0	0	1	1
10300	5	0	0	1	1
10301	5	0	0	1	0
10302	4	0	0	1	0
10303	5	0	1	1	0
10304	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
10305	4	0	1	1	0
10306	5	0	1	0	0
10307	4	0	0	1	0
10308	2	0	1	1	1
10309	4	0	1	1	0
10310	5	0	0	1	0
10311	3	0	0	1	0
10312	5	0	1	1	0
10313	4	0	0	1	0
10314	4	0	0	1	0
10315	4	0	1	1	0
10316	5	0	1	1	0
10317	3	0	0	1	0
10318	5	0	1	1	0
10319	4	0	0	1	1
10320	4	1	1	1	1
10321	4	0	0	1	0
10322	4	0	0	1	0
10323	5	1	0	1	0
10324	5	0	0	1	0
10325	4	0	1	1	0
10326	5	0	0	1	0
10327	5	0	0	1	0
10328	4	0	0	1	0
10329	4	0	0	1	0
10330	5	0	0	1	0
10331	5	0	1	1	0
10332	5	0	0	1	0
10333	4	0	1	1	0
10334	4	0	1	1	0
10335	5	0	1	1	0
10336	4	0	0	1	0
10337	4	0	0	1	0
10338	5	0	0	1	0
10339	4	1	1	1	1
10340	4	0	0	1	0
10341	5	.	1	1	0
10342	5	0	0	0	0
10343	4	0	1	1	0
10344	4	0	0	1	1
10345	4	0	1	1	0
10346	5	0	0	1	0
10347	5	0	0	1	0
10348	5	1	0	1	0
10349	4	0	1	1	0
10350	3	1	0	1	0

RandomID	D1	D2	D3	D4	D5
10351	5	0	0	1	0
10352	4	0	0	1	0
10353	5	0	0	1	0
10354	5	0	1	1	1
10355	5	0	0	1	0
10356	5	1	1	1	0
10357	3	0	0	1	0
10358	5	1	1	1	0
10359	4	0	1	1	0
10360	5	0	0	1	0
10361	5	0	1	1	0
10362	5	0	1	1	0
10363	4	0	1	1	0
10364	4	0	0	1	1
10365	4	0	1	1	0
10366	5	0	1	1	0
10367	4	0	0	1	0
10368	4	0	1	1	1
10369	5	0	1	1	0
10370	4	0	1	1	0
10371	4	0	1	1	1
10372	3	0	0	1	1
10373	4	0	0	1	0
10374	5	0	1	1	0
10375	5	0	1	1	1
10376	5	0	0	1	0
10377	5	1	0	0	0
10378	4	0	1	0	0
10379	5	0	0	1	0
10380	4	0	0	1	0
10381	4	0	1	1	0
10382	5	0	1	1	0
10383	5	0	0	1	0
10384	4	0	0	1	0
10385	4	0	1	1	0
10386	5	0	0	1	0
10387	5	1	0	1	0
10388	5	0	0	0	0
10389	5	0	0	1	0
10390	4	0	1	1	0
10391	5	0	0	1	0
10392	5	0	0	1	0
10393	5	0	0	1	0
10394	4	0	0	0	0
10395	4	1	0	1	1
10396	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
10397	5	0	1	1	0
10398	5	0	0	1	0
10399	5	0	0	1	0
10400	4	1	1	1	1
10401	5	0	0	1	0
10402	5	0	0	1	0
10403	4	0	0	1	0
10404	2	1	1	1	0
10405	5	0	1	1	1
10406	4	0	0	1	0
10407	5	0	1	1	0
10408	4	0	1	0	0
10409	5	0	0	0	0
10410	4	0	1	1	0
10411	4	0	0	1	1
10412	5	0	0	1	0
10413	5	0	0	1	0
10414	5	0	1	1	0
10415	5	0	1	1	0
10416	5	0	0	1	0
10417	4	1	0	1	0
10418	5	0	0	1	1
10419	4	1	0	1	1
10420	5	0	0	1	0
10421	5	0	0	1	0
10422	5	0	0	1	1
10423	5	0	0	1	0
10424	5	0	0	1	0
10425	5	0	0	1	1
10426	5	1	0	1	0
10427	4	0	0	1	0
10428	4	0	1	1	0
10429	4	0	1	1	0
10430	5	0	0	1	0
10431	4	0	0	1	0
10432	4	0	0	1	0
10433	4	0	0	1	0
10434	3	0	0	1	0
10435	4	0	0	1	0
10436	4	0	1	1	0
10437	5	0	1	1	0
10438	5	0	0	1	1
10439	4	0	1	1	0
10440	4	0	0	1	0
10441	5	0	1	1	0
10442	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
10443	4	.	1	1	1
10444	5	0	1	1	0
10445	4	0	0	1	1
10446	5	0	1	1	1
10447	4	0	1	1	0
10448	4	0	1	1	0
10449	4	0	1	1	1
10450	4	0	0	1	0
10451	5	0	0	1	0
10452	5	0	0	1	0
10453	4	0	0	1	0
10454	5	0	0	1	0
10455	4	0	0	1	0
10456	5	1	0	1	0
10457	4	0	1	1	0
10458	3	0	0	0	0
10459	5	0	1	1	0
10460	3	0	1	1	0
10461	4	0	0	1	0
10462	5	0	0	1	0
10463	4	0	1	1	0
10464	4	0	0	1	1
10465	5	0	1	0	0
10466	4	1	0	1	0
10467	5	0	0	1	0
10468	5	0	0	1	0
10469	5	1	1	1	0
10470	5	0	1	1	0
10471	4	0	1	1	0
10472	4	0	1	1	0
10473	4	0	0	1	0
10474	5	0	1	1	1
10475	4	0	1	1	0
10476	5	0	0	1	0
10477	4	0	1	1	0
10478	5	0	0	1	0
10479	5	0	1	1	0
10480	5	0	1	1	0
10481	5	0	0	1	0
10482	4	0	0	1	0
10483	5	0	1	0	0
10484	3	0	1	1	1
10485	4	0	0	1	0
10486	5	0	0	1	0
10487	4	0	0	1	0
10488	4	1	1	1	0

RandomID	D1	D2	D3	D4	D5
10489	5	0	1	1	0
10490	5	0	0	1	0
10491	4	0	0	1	0
10492	4	0	0	1	0
10493	5	0	1	1	0
10494	5	0	1	1	1
10495	3	1	1	1	0
10496	3	1	0	1	0
10497	4	0	0	1	0
10498	4	0	1	1	0
10499	4	0	0	1	0
10500	5	0	1	1	1
10501	3	1	0	1	1
10502	4	0	1	1	0
10503	5	1	1	1	0
10504	5	0	0	1	0
10505	5	1	1	1	0
10506	4	0	1	1	0
10507	5	0	1	1	0
10508	4	1	1	1	0
10509	4	0	1	1	0
10510	5	0	1	1	0
10511	4	1	0	1	0
10512	5	0	0	1	0
10513	5	0	0	1	0
10514	4	0	0	1	0
10515	4	1	0	1	0
10516	4	0	1	0	0
10517	4	0	0	1	0
10518	5	0	0	0	0
10519	5	0	1	1	0
10520	4	0	0	1	0
10521	5	0	1	1	1
10522	5	0	1	1	1
10523	4	0	0	1	0
10524	5	0	0	1	0
10525	5	0	0	1	0
10526	4	0	0	1	0
10527	4	0	1	1	0
10528	5	0	1	1	0
10529	5	1	1	1	0
10530	5	0	1	1	.
10531	5	0	0	1	0
10532	5	0	0	1	0
10533	3	0	0	1	0
10534	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
10535	4	0	1	1	0
10536	5	0	1	1	1
10537	4	0	0	1	0
10538	5	0	1	1	0
10539	4	0	1	1	1
10540	3	1	1	1	0
10541	4	0	1	1	0
10542	5	0	1	1	1
10543	4	1	0	1	1
10544	5	0	0	1	0
10545	4	0	1	1	0
10546	4	0	1	1	0
10547	4	0	0	1	1
10548	4	0	1	1	0
10549	5	1	1	1	0
10550	1	0	0	1	0
10551	4	0	1	1	0
10552	5	0	0	1	0
10553	4	0	1	1	0
10554	4	1	1	1	0
10555	4	0	1	1	0
10556	.	.	.	.	.
10557	5	0	0	1	0
10558	5	0	0	1	0
10559	3	0	1	1	0
10560	.	.	.	.	.
10561	4	0	1	0	0
10562	5	0	0	1	0
10563	5	0	0	1	0
10564	3	0	1	1	1
10565	5	0	0	1	0
10566	5	0	1	1	0
10567	5	0	1	1	0
10568	5	0	0	1	0
10569	4	0	0	1	0
10570	5	0	0	1	0
10571	5	0	0	1	0
10572	5	0	0	1	0
10573	5	0	1	1	0
10574	4	0	1	1	0
10575	5	0	0	1	0
10576	5	0	1	1	1
10577	5	0	1	1	0
10578	5	0	0	1	0
10579	4	0	0	1	0
10580	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
10581	3	1	1	0	0
10582	5	0	1	1	1
10583	5	0	0	1	0
10584	5	0	0	1	0
10585	5	0	0	1	0
10586	5	1	0	1	0
10587	5	0	0	1	1
10588	5	0	0	1	0
10589	3	0	1	1	0
10590	5	0	0	1	0
10591	3	0	1	1	0
10592	5	0	1	1	1
10593	5	0	0	1	0
10594	4	0	1	1	0
10595	5	0	0	1	0
10596	5	1	0	1	0
10597	5	0	0	1	0
10598	4	0	0	1	0
10599	4	0	1	1	0
10600	4	0	1	1	0
10601	4	0	1	1	0
10602	4	0	1	1	0
10603	5	0	0	1	0
10604	4	0	1	1	1
10605	5	0	0	1	0
10606	5	0	0	1	0
10607	5	0	0	0	0
10608	5	0	0	1	0
10609	4	0	1	1	0
10610	5	0	0	1	0
10611	4	0	0	1	0
10612	4	0	0	1	0
10613	5	0	1	1	0
10614	4	0	1	1	0
10615	5	0	1	1	1
10616	5	0	1	1	1
10617	5	0	1	1	0
10618	4	1	0	1	0
10619	5	0	0	1	0
10620	5	0	1	1	0
10621	5	0	0	1	0
10622	5	0	0	0	0
10623	4	1	1	1	0
10624	5	0	1	1	0
10625	4	0	1	1	0
10626	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
10627	5	0	0	1	0
10628	4	0	1	1	0
10629	5	0	0	1	0
10630	5	0	0	1	0
10631	4	0	0	1	0
10632	5	0	1	1	0
10633	5	0	1	1	0
10634	4	0	1	1	0
10635	4	0	1	1	0
10636	4	0	0	1	0
10637	5	0	1	1	0
10638	5	0	0	1	0
10639	5	0	0	1	0
10640	5	1	1	1	0
10641	5	0	0	1	0
10642	3	0	1	1	0
10643	4	0	1	1	0
10644	4	0	1	1	0
10645	4	0	0	1	0
10646	5	0	0	1	0
10647	5	0	0	1	0
10648	4	1	1	1	0
10649	3	0	1	1	0
10650	5	0	0	1	0
10651	4	0	0	1	0
10652	3	0	0	1	1
10653	4	0	0	1	0
10654	4	0	0	1	1
10655	5	0	0	1	0
10656	5	0	0	1	1
10657	5	0	0	1	0
10658	5	0	0	1	0
10659	3	0	1	1	0
10660	4	0	1	1	0
10661	4	0	0	1	0
10662	5	0	1	1	0
10663	4	0	0	1	1
10664	5	1	0	1	0
10665	4	0	1	1	0
10666	5	0	1	1	0
10667	4	0	0	1	0
10668	5	0	0	1	0
10669	4	0	0	0	0
10670	5	0	1	1	0
10671	4	0	0	1	0
10672	3	0	1	1	0

RandomID	D1	D2	D3	D4	D5
10673	5	0	1	1	0
10674	4	0	1	1	0
10675	4	1	0	1	1
10676	4	0	1	1	0
10677	5	1	1	1	0
10678	5	0	0	1	0
10679	5	0	1	1	0
10680	4	0	0	1	0
10681	4	0	0	1	1
10682	5	0	1	1	0
10683	4	0	0	1	0
10684	4	0	0	1	0
10685	5	0	1	1	0
10686	4	0	0	1	0
10687	5	0	1	1	1
10688	4	0	1	1	0
10689	5	0	0	1	0
10690	5	0	0	1	0
10691	3	0	1	1	1
10692	4	0	1	1	0
10693	4	0	0	1	0
10694	5	0	1	1	0
10695	4	0	1	1	0
10696	5	0	1	1	0
10697	4	1	0	1	0
10698	4	0	1	1	0
10699	5	0	0	1	0
10700	4	0	1	1	1
10701	5	0	1	1	1
10702	4	0	1	1	0
10703	4	0	0	1	1
10704	5	0	1	1	0
10705	4	0	0	1	0
10706	4	1	0	1	0
10707	5	0	1	1	0
10708	4	0	0	1	0
10709	5	0	0	1	0
10710	3	0	1	1	0
10711	5	0	0	1	0
10712	4	0	0	1	0
10713	4	0	1	1	0
10714	5	0	0	1	0
10715	5	0	1	1	1
10716	5	0	1	1	0
10717	5	0	0	1	0
10718	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
10719	5	0	1	1	0
10720	5	0	0	1	0
10721	4	0	0	1	0
10722	4	0	1	1	0
10723	5	0	0	1	0
10724	5	0	0	1	0
10725	5	0	1	1	0
10726	5	0	0	1	1
10727	4	0	1	1	0
10728	5	0	1	1	0
10729	4	0	1	1	1
10730	5	1	1	1	0
10731	4	0	1	1	0
10732	4	0	0	1	1
10733	5	0	1	1	0
10734	5	0	1	1	0
10735	5	0	0	1	0
10736	4	0	0	1	1
10737	4	0	0	1	0
10738	5	0	0	1	0
10739	5	0	1	1	0
10740	4	0	1	1	0
10741	5	0	0	1	0
10742	4	1	1	1	0
10743	3	0	1	1	0
10744	4	0	0	1	0
10745	5	0	1	1	0
10746	4	0	1	1	1
10747	4	0	1	1	0
10748	4	0	0	1	0
10749	5	0	0	1	0
10750	5	0	0	1	0
10751	4	0	1	1	0
10752	5	0	1	1	0
10753	5	0	1	1	0
10754	5	0	0	1	0
10755	3	0	1	1	0
10756	5	0	0	1	0
10757	5	0	0	1	0
10758	4	0	1	1	0
10759	4	0	1	1	0
10760	5	0	0	1	0
10761	4	0	0	1	0
10762	4	0	0	0	1
10763	5	0	1	1	1
10764	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
10765	5	0	0	1	1
10766	5	0	0	0	0
10767	4	0	0	1	0
10768	4	0	0	1	0
10769	5	0	0	1	0
10770	4	0	0	1	1
10771	4	0	0	1	0
10772	5	0	1	1	0
10773	4	0	1	1	0
10774	4	0	1	1	0
10775	4	0	1	1	0
10776	4	0	0	1	0
10777	4	0	0	1	0
10778	5	0	0	1	0
10779	5	0	0	1	0
10780	4	0	1	1	0
10781	4	0	0	1	0
10782	5	0	0	1	0
10783	4	1	1	1	0
10784	4	0	1	1	0
10785	4	0	1	1	0
10786	5	0	1	1	0
10787	5	0	0	1	0
10788	5	0	1	1	0
10789	5	0	0	1	0
10790	4	0	1	1	0
10791	5	0	0	1	0
10792	4	0	1	1	0
10793	4	0	0	1	0
10794	4	0	0	1	0
10795	4	0	1	1	0
10796	5	0	0	0	0
10797	4	1	1	1	0
10798	4	0	1	1	0
10799	5	1	1	1	0
10800	4	0	0	1	0
10801	4	0	0	1	1
10802	5	0	1	1	1
10803	5	0	0	1	0
10804	5	0	0	1	0
10805	4	0	1	1	1
10806	5	0	0	1	0
10807	4	0	1	1	0
10808	5	0	1	1	1
10809	5	0	1	1	0
10810	4	1	0	1	0

RandomID	D1	D2	D3	D4	D5
10811	5	0	0	1	0
10812	5	0	1	1	0
10813	5	0	1	1	0
10814	5	0	1	1	0
10815	4	0	0	1	0
10816	5	0	1	1	0
10817	5	0	1	1	0
10818	4	0	1	1	0
10819	5	0	0	1	0
10820	4	0	0	1	0
10821	5	0	0	1	0
10822	5	0	1	1	0
10823	4	0	0	1	0
10824	4	0	0	1	0
10825	4	0	1	1	0
10826	4	0	0	1	0
10827	5	0	1	1	1
10828	4	0	0	1	0
10829	3	0	1	1	0
10830	5	0	0	1	0
10831	5	0	1	1	0
10832	4	1	1	1	1
10833	4	0	0	1	0
10834	3	1	0	1	0
10835	4	0	0	1	0
10836	4	0	1	1	0
10837	5	0	1	1	1
10838	4	0	1	1	0
10839	3	1	1	1	0
10840	5	1	1	1	0
10841	5	0	0	1	0
10842	4	1	1	1	0
10843	4	1	1	1	0
10844	3	1	0	1	0
10845	5	0	0	1	0
10846	5	0	1	0	0
10847	4	0	1	1	0
10848	4	0	0	1	0
10849	5	0	0	1	0
10850	5	0	0	1	0
10851	5	0	1	1	0
10852	5	0	1	1	0
10853	4	0	0	1	0
10854	3	0	1	1	0
10855	4	0	1	1	0
10856	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
10857	5	0	1	1	0
10858	5	0	1	1	0
10859	4	0	0	1	0
10860	5	0	0	1	0
10861	5	1	1	1	0
10862	5	0	0	1	0
10863	5	0	1	1	0
10864	5	0	0	1	0
10865	4	0	0	1	0
10866	5	0	1	1	0
10867	5	0	0	1	0
10868	5	0	1	1	0
10869	4	0	0	1	0
10870	4	0	1	1	0
10871	5	0	1	1	0
10872	5	0	0	1	0
10873	4	0	1	1	0
10874	4	0	1	1	0
10875	4	0	1	1	0
10876	5	0	0	1	0
10877	5	0	0	1	0
10878	5	1	0	1	0
10879	5	0	0	1	0
10880	4	0	0	1	0
10881	4	1	1	1	1
10882	4	0	0	1	0
10883	5	0	1	1	0
10884	5	0	1	1	0
10885	4	0	0	1	0
10886	5	0	0	1	0
10887	5	0	0	1	1
10888	3	0	1	1	0
10889	5	0	0	1	0
10890	5	0	0	1	0
10891	5	0	0	1	0
10892	5	0	1	1	0
10893	5	0	0	1	0
10894	5	0	1	1	0
10895	4	0	1	1	0
10896	5	1	0	1	0
10897	5	0	1	1	0
10898	4	0	0	1	0
10899	5	0	0	1	0
10900	4	0	0	1	0
10901	3	0	0	1	0
10902	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
10903	5	1	0	1	0
10904	3	0	1	1	0
10905	4	0	.	1	0
10906	5	0	0	1	0
10907	5	0	1	1	0
10908	5	0	0	1	1
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10912	4	0	1	1	0
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10914	4	0	1	1	0
10915	5	0	0	1	0
10916	4	0	0	1	1
10917	5	0	0	1	0
10918	4	0	1	1	1
10919	4	0	1	1	0
10920	4	0	0	1	0
10921	3	0	0	1	0
10922	3	0	0	1	1
10923	4	0	1	1	0
10924	4	0	1	1	0
10925	4	0	1	1	0
10926	1	0	1	1	1
10927	5	0	0	0	0
10928	4	0	0	1	0
10929	4	0	0	1	0
10930	5	0	0	1	0
10931	4	0	1	1	0
10932	4	0	1	1	0
10933	5	0	1	0	0
10934	5	0	1	1	0
10935	4	0	1	1	0
10936	5	0	0	1	0
10937	4	0	0	1	0
10938	4	0	0	1	0
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10941	5	0	1	1	0
10942	4	0	0	1	0
10943	5	0	0	1	1
10944	4	0	0	1	0
10945	5	0	0	1	0
10946	4	0	1	1	1
10947	4	0	1	1	0
10948	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
10949	4	0	1	1	0
10950	5	0	0	1	0
10951	5	1	0	1	0
10952	5	0	0	1	1
10953	4	0	0	1	0
10954	5	0	1	1	0
10955	4	0	1	1	1
10956	4	0	1	1	0
10957	4	0	1	1	0
10958	5	0	0	0	0
10959	4	0	1	1	0
10960	5	0	0	1	1
10961	5	0	1	1	1
10962	5	0	0	1	0
10963	4	0	1	1	0
10964	5	0	1	1	1
10965	4	0	0	1	0
10966	4	0	1	1	0
10967	4	0	1	1	1
10968	4	0	0	1	0
10969	4	0	0	1	0
10970	5	0	1	1	0
10971	5	0	0	1	0
10972	4	0	0	1	0
10973	5	0	1	1	0
10974	5	0	0	1	0
10975	3	0	0	1	1
10976	5	0	0	1	0
10977	4	1	0	1	0
10978	4	1	1	1	0
10979	3	0	1	1	0
10980	5	0	1	1	0
10981	5	1	0	1	0
10982	4	0	1	1	0
10983	5	0	0	1	0
10984	4	0	0	1	0
10985	3	0	1	1	0
10986	5	0	0	0	0
10987	4	1	1	1	1
10988	4	0	1	1	0
10989	5	0	1	1	0
10990	5	0	1	1	0
10991	2	0	0	1	0
10992	4	0	0	1	0
10993	5	0	0	1	0
10994	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
10995	4	0	0	1	0
10996	.	.	.	.	.
10997	4	1	1	1	0
10998	5	0	1	1	0
10999	4	0	0	1	0
11000	5	0	1	1	0
11001	5	0	0	1	0
11002	4	0	0	1	0
11003	5	0	0	1	0
11004	5	0	1	1	0
11005	4	0	0	1	1
11006	5	0	1	1	0
11007	5	0	1	1	0
11008	5	0	0	1	0
11009	5	0	1	1	0
11010	4	0	1	1	1
11011	5	0	0	0	0
11012	4	0	0	1	0
11013	4	1	0	1	0
11014	3	0	1	1	0
11015	5	0	1	1	0
11016	5	0	0	1	0
11017	4	0	0	1	0
11018	5	0	0	1	0
11019	5	0	0	1	0
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11021	5	0	0	1	0
11022	5	0	1	1	0
11023	4	0	1	1	0
11024	4	0	0	1	0
11025	5	0	0	1	0
11026	4	0	1	1	0
11027	4	0	0	1	0
11028	5	0	1	1	0
11029	5	0	1	1	0
11030	4	0	0	1	0
11031	4	0	0	1	0
11032	5	0	0	1	0
11033	4	0	0	1	0
11034	4	1	1	1	0
11035	5	0	0	1	0
11036	4	0	1	1	0
11037	5	0	0	1	0
11038	4	0	0	1	0
11039	5	0	1	1	0
11040	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
11041	4	0	0	1	0
11042	5	0	0	1	0
11043	5	0	1	1	0
11044	5	0	0	1	0
11045	5	0	1	1	0
11046	4	0	0	0	0
11047	5	0	0	1	1
11048	4	0	0	1	0
11049	4	0	0	1	0
11050	5	0	1	1	0
11051	4	0	0	1	0
11052	4	0	1	1	1
11053	4	0	0	1	0
11054	5	0	0	1	0
11055	4	0	1	1	0
11056	5	0	0	1	0
11057	3	0	0	1	0
11058	3	0	0	1	1
11059	4	0	1	1	0
11060	5	0	0	1	0
11061	4	0	1	1	0
11062	3	0	0	1	0
11063	5	0	0	1	0
11064	3	0	1	1	1
11065	5	0	0	1	0
11066	3	0	1	1	1
11067	4	0	0	1	0
11068	.	.	.	.	.
11069	5	0	0	1	0
11070	3	0	1	1	0
11071	5	0	1	1	0
11072	5	0	1	1	0
11073	5	0	1	1	1
11074	4	0	0	1	1
11075	4	0	0	1	0
11076	4	0	0	1	0
11077	5	0	1	0	1
11078	3	0	1	1	0
11079	4	0	0	1	0
11080	4	0	0	1	0
11081	5	0	0	1	0
11082	5	0	0	1	0
11083	4	0	0	1	0
11084	5	0	0	0	0
11085	4	0	1	1	0
11086	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
11087	5	0	0	1	1
11088	5	0	1	1	0
11089	4	0	0	1	0
11090	4	0	1	1	1
11091	4	0	0	1	0
11092	3	0	0	1	1
11093	5	0	0	1	0
11094	5	0	0	1	0
11095	4	0	1	1	0
11096	5	1	0	1	0
11097	4	0	0	1	0
11098	3	0	0	1	0
11099	4	0	1	1	0
11100	5	0	1	1	0
11101	5	0	1	1	0
11102	4	0	0	1	0
11103	4	0	0	1	0
11104	5	0	0	1	0
11105	4	0	1	1	1
11106	5	0	1	1	0
11107	4	0	1	1	0
11108	5	1	1	1	0
11109	5	0	0	1	0
11110	4	0	0	1	0
11111	5	0	0	1	0
11112	4	0	1	1	0
11113	4	0	0	1	0
11114	4	0	1	1	0
11115	4	1	1	1	1
11116	4	0	0	1	0
11117	4	1	1	1	1
11118	4	0	1	0	1
11119	4	0	1	1	0
11120	5	0	1	1	0
11121	5	0	0	1	0
11122	5	0	0	1	1
11123	5	0	1	1	0
11124	5	0	0	1	0
11125	4	0	0	1	0
11126	5	0	0	1	0
11127	4	0	1	1	0
11128	5	0	0	1	0
11129	4	0	0	1	1
11130	4	0	1	1	0
11131	4	0	0	1	0
11132	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
11133	4	0	0	1	0
11134	5	0	0	1	0
11135	5	0	0	1	0
11136	4	0	0	1	0
11137	5	1	0	1	0
11138	5	0	1	1	0
11139	5	0	0	1	0
11140	4	0	0	1	0
11141	5	1	0	1	0
11142	5	0	0	1	1
11143	4	0	0	1	0
11144	4	0	1	1	0
11145	5	0	1	1	0
11146	5	0	0	1	0
11147	4	0	0	1	0
11148	5	0	0	1	0
11149	5	0	0	1	0
11150	5	0	0	1	0
11151	5	0	0	1	0
11152	4	0	0	1	0
11153	4	0	0	1	0
11154	4	0	0	1	0
11155	4	0	1	1	0
11156	5	0	1	1	0
11157	4	0	1	1	0
11158	4	0	1	1	0
11159	5	1	1	1	0
11160	4	0	0	1	0
11161	4	0	0	1	0
11162	5	0	1	1	1
11163	4	0	0	1	0
11164	4	0	1	1	1
11165	5	0	0	1	0
11166	5	0	0	0	0
11167	3	1	1	1	0
11168	4	0	0	1	0
11169	5	0	0	1	0
11170	5	0	0	1	1
11171	5	0	0	1	0
11172	4	1	1	1	0
11173	5	0	0	1	0
11174	5	0	0	1	0
11175	4	0	1	1	1
11176	5	0	1	1	0
11177	4	0	0	1	0
11178	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
11179	5	0	0	1	0
11180	5	0	1	0	0
11181	4	0	1	1	0
11182	5	0	0	1	0
11183	5	0	0	1	0
11184	4	0	1	1	0
11185	5	0	1	1	0
11186	5	0	0	1	0
11187	3	0	1	1	0
11188	5	0	0	0	1
11189	4	0	1	1	0
11190	4	0	0	1	0
11191	4	0	1	1	0
11192	5	0	0	1	0
11193	4	0	0	1	1
11194	5	0	0	1	0
11195	4	0	0	1	0
11196	5	0	1	1	0
11197	4	0	0	1	0
11198	4	0	1	1	0
11199	5	0	0	1	0
11200	5	0	0	1	0
11201	4	0	1	1	0
11202	3	0	1	1	0
11203	5	0	0	1	0
11204	5	0	1	1	0
11205	5	0	0	1	0
11206	5	0	0	1	0
11207	4	1	1	1	1
11208	5	0	0	1	0
11209	4	0	0	1	0
11210	5	0	0	1	0
11211	5	1	0	1	0
11212	4	0	0	1	0
11213	5	0	0	0	0
11214	4	0	0	1	1
11215	5	0	0	1	0
11216	5	0	1	1	0
11217	5	0	0	1	0
11218	3	0	0	1	0
11219	4	0	0	1	0
11220	5	0	0	1	0
11221	5	0	1	1	0
11222	5	0	0	1	0
11223	4	0	1	1	0
11224	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
11225	4	0	0	1	0
11226	5	0	0	1	0
11227	5	0	0	1	1
11228	4	0	0	1	1
11229	5	0	1	1	0
11230	4	0	1	1	0
11231	5	0	0	1	0
11232	5	0	1	1	0
11233	5	0	0	1	0
11234	4	0	0	1	0
11235	4	0	1	1	1
11236	3	0	1	1	0
11237	4	0	1	1	0
11238	4	0	1	1	1
11239	5	0	0	1	0
11240	5	0	0	1	0
11241	5	0	0	0	0
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11244	5	0	0	1	0
11245	5	0	1	1	1
11246	4	0	1	1	1
11247	4	1	0	1	0
11248	4	0	0	1	0
11249	5	0	1	1	0
11250	5	0	0	1	0
11251	4	0	0	0	0
11252	3	0	0	1	0
11253	4	0	0	1	0
11254	3	0	1	1	0
11255	5	0	0	1	0
11256	5	0	1	1	0
11257	5	0	0	1	0
11258	5	0	1	1	0
11259	4	0	1	1	0
11260	4	1	1	1	1
11261	5	1	1	1	0
11262	5	1	0	1	1
11263	4	0	0	1	0
11264	4	0	0	1	0
11265	5	0	1	1	0
11266	5	0	0	1	0
11267	5	0	0	1	0
11268	5	0	0	1	0
11269	3	0	1	1	0
11270	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
11271	5	0	0	1	0
11272	5	0	1	1	0
11273	5	0	1	1	0
11274	4	0	0	1	0
11275	4	0	0	1	0
11276	5	0	0	1	0
11277	5	0	0	1	0
11278	5	0	1	1	0
11279	5	0	0	1	0
11280	4	0	0	1	0
11281	5	0	1	1	0
11282	5	1	0	1	0
11283	4	0	0	1	0
11284	4	0	0	1	0
11285	5	0	0	1	0
11286	5	1	1	1	1
11287	5	0	1	1	0
11288	5	0	1	1	0
11289	4	0	1	1	0
11290	3	0	1	1	0
11291	5	0	1	1	1
11292	4	0	1	1	0
11293	4	0	0	1	0
11294	5	0	0	1	0
11295	5	0	0	1	1
11296	4	0	1	1	0
11297	4	0	1	1	0
11298	5	0	0	1	0
11299	5	0	0	1	0
11300	4	0	0	1	0
11301	4	0	0	1	0
11302	5	0	1	1	1
11303	4	0	0	1	0
11304	3	0	0	1	0
11305	5	0	0	1	0
11306	4	0	0	1	1
11307	4	0	1	1	0
11308	3	0	1	1	0
11309	5	0	0	1	0
11310	5	0	0	1	0
11311	5	0	0	1	0
11312	3	0	0	1	0
11313	5	0	1	1	0
11314	5	0	0	1	0
11315	5	0	0	1	0
11316	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
11317	5	0	0	1	0
11318	5	0	0	1	0
11319	5	0	1	1	0
11320	5	0	1	1	0
11321	5	0	0	1	0
11322	5	0	1	1	0
11323	4	0	1	1	1
11324	4	0	1	1	0
11325	3	1	1	1	0
11326	5	0	1	1	0
11327	5	.	0	1	0
11328	5	0	1	1	0
11329	4	0	0	1	0
11330	5	1	1	1	0
11331	4	0	1	1	0
11332	4	0	0	1	0
11333	5	0	1	1	0
11334	5	0	0	1	0
11335	5	0	0	1	0
11336	5	0	1	1	0
11337	4	0	1	1	0
11338	4	0	1	0	0
11339	5	0	0	1	0
11340	5	0	1	1	1
11341	4	1	0	1	0
11342	5	0	0	1	0
11343	4	0	1	1	0
11344	5	0	1	1	0
11345	5	0	0	1	0
11346	5	0	0	1	0
11347	4	0	1	1	0
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11349	5	0	0	1	0
11350	4	0	1	1	0
11351	4	0	1	1	1
11352	4	0	1	1	0
11353	4	0	1	1	0
11354	5	0	0	1	0
11355	5	0	0	1	0
11356	4	0	1	1	0
11357	4	0	0	1	0
11358	4	0	1	1	0
11359	5	0	1	1	1
11360	5	0	1	1	0
11361	5	0	0	1	0
11362	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
11363	5	0	0	1	1
11364	4	0	1	1	1
11365	5	0	1	1	0
11366	2	0	0	1	1
11367	5	0	0	1	0
11368	4	0	1	1	0
11369	5	0	0	1	0
11370	5	0	0	1	0
11371	4	0	1	1	0
11372	5	0	1	.	0
11373	5	0	1	1	0
11374	5	0	0	1	0
11375	4	0	0	1	0
11376	5	0	0	1	0
11377	4	0	0	1	0
11378	4	0	0	1	0
11379	5	0	0	1	1
11380	5	0	1	1	0
11381	4	0	0	1	0
11382	2	0	1	1	0
11383	5	0	1	1	0
11384	3	1	1	1	0
11385	4	1	0	1	0
11386	4	0	1	1	0
11387	5	0	0	1	0
11388	4	0	1	1	0
11389	3	0	0	1	0
11390	4	0	1	1	0
11391	4	0	0	1	0
11392	4	0	0	1	0
11393	4	0	0	1	0
11394	4	0	0	1	0
11395	4	1	1	1	1
11396	5	0	0	1	0
11397	5	0	0	1	0
11398	4	1	0	1	0
11399	5	0	0	1	0
11400	4	0	1	1	1
11401	5	0	1	1	0
11402	4	0	0	1	0
11403	5	0	0	1	0
11404	4	0	0	1	0
11405	3	0	0	1	0
11406	4	0	0	1	0
11407	5	0	0	1	0
11408	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
11409	4	0	0	1	0
11410	4	0	0	1	0
11411	4	0	0	1	0
11412	4	0	1	1	0
11413	3	1	1	1	0
11414	4	0	1	1	1
11415	5	0	0	1	0
11416	4	0	0	1	0
11417	5	0	1	1	0
11418	4	0	1	1	1
11419	4	0	0	1	0
11420	4	0	1	1	0
11421	4	0	0	1	0
11422	4	1	0	1	0
11423	4	0	0	1	0
11424	5	0	0	1	1
11425	5	0	1	1	1
11426	5	0	0	1	0
11427	5	0	1	1	0
11428	4	0	0	0	0
11429	5	0	1	1	0
11430	5	0	1	1	1
11431	5	0	0	1	0
11432	4	0	0	1	0
11433	4	0	1	1	0
11434	5	0	0	1	0
11435	5	0	0	1	0
11436	5	0	0	1	0
11437	4	1	1	1	0
11438	5	0	0	1	0
11439	5	0	0	1	0
11440	5	0	0	0	0
11441	4	0	1	1	0
11442	5	0	0	1	0
11443	5	0	0	1	0
11444	4	0	1	1	0
11445	5	0	0	1	0
11446	4	1	0	1	0
11447	5	0	0	1	0
11448	3	0	0	1	0
11449	5	0	0	1	0
11450	5	0	1	1	0
11451	4	0	1	1	1
11452	5	0	0	1	0
11453	5	0	0	1	1
11454	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
11455	5	0	1	1	0
11456	4	0	0	1	0
11457	4	1	0	1	0
11458	5	0	0	1	1
11459	5	0	0	1	0
11460	4	0	0	1	0
11461	3	0	0	1	0
11462	3	1	1	1	1
11463	4	0	1	1	0
11464	4	0	0	1	0
11465	5	0	0	1	0
11466	4	0	1	1	0
11467	5	0	0	1	0
11468	5	0	1	1	0
11469	5	0	1	1	0
11470	5	0	0	1	0
11471	5	0	0	1	0
11472	3	0	0	1	1
11473	5	0	0	1	0
11474	4	0	0	1	0
11475	4	0	0	1	0
11476	4	0	1	1	0
11477	4	1	0	1	0
11478	4	0	1	1	0
11479	5	1	1	1	0
11480	4	0	0	1	0
11481	5	0	0	1	0
11482	5	1	1	1	0
11483	5	0	0	1	1
11484	4	0	0	1	1
11485	5	0	0	1	0
11486	4	0	0	1	0
11487	4	0	0	1	0
11488	4	0	1	1	0
11489	5	0	1	1	0
11490	5	0	0	1	0
11491	4	0	0	1	0
11492	4	0	0	1	0
11493	5	0	1	1	1
11494	5	0	0	1	0
11495	5	1	0	1	1
11496	5	0	1	1	0
11497	5	0	1	1	1
11498	4	0	0	1	0
11499	4	0	1	1	0
11500	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
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11502	5	0	0	1	0
11503	4	0	0	1	0
11504	5	0	1	1	0
11505	4	0	0	1	0
11506	5	0	1	1	1
11507	4	0	0	0	0
11508	5	0	0	1	0
11509	5	0	0	1	0
11510	5	0	0	1	0
11511	4	0	1	1	0
11512	4	1	1	1	0
11513	5	0	0	1	1
11514	4	0	1	1	0
11515	4	0	1	1	0
11516	4	0	1	1	1
11517	5	0	1	1	0
11518	5	0	1	1	0
11519	5	0	0	1	0
11520	4	0	0	1	0
11521	4	0	0	0	0
11522	4	0	0	1	1
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11527	4	0	1	1	0
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11530	4	0	1	1	0
11531	4	0	1	1	0
11532	5	0	0	1	1
11533	5	0	0	1	0
11534	4	0	0	1	1
11535	4	0	0	1	0
11536	3	0	1	1	0
11537	5	0	0	1	0
11538	5	1	1	1	1
11539	4	0	1	1	0
11540	4	0	0	1	0
11541	4	0	0	1	0
11542	5	0	1	1	0
11543	5	0	1	1	0
11544	4	0	1	1	1
11545	5	0	0	1	0
11546	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
11547	5	0	1	1	0
11548	5	0	0	1	0
11549	4	0	0	1	0
11550	5	0	0	1	0
11551	5	1	1	1	0
11552	1	0	0	1	0
11553	3	0	0	1	0
11554	4	0	1	1	0
11555	4	0	0	1	0
11556	5	0	1	1	0
11557	3	0	1	1	0
11558	4	0	0	1	0
11559	5	0	0	1	0
11560	5	0	0	1	0
11561	5	0	1	1	0
11562	5	0	0	1	0
11563	4	0	1	1	0
11564	4	0	1	1	0
11565	4	0	1	1	0
11566	4	0	0	1	1
11567	3	0	0	1	0
11568	5	0	1	1	0
11569	4	0	0	1	0
11570	4	0	1	1	0
11571	5	0	1	1	0
11572	5	0	0	1	0
11573	4	0	1	1	0
11574	4	0	1	1	0
11575	4	0	1	1	0
11576	4	0	1	1	0
11577	4	0	0	1	0
11578	5	0	0	1	0
11579	4	0	0	1	1
11580	4	0	0	1	0
11581	5	0	0	1	1
11582	4	0	0	1	0
11583	5	0	1	1	0
11584	5	0	1	1	0
11585	5	0	0	1	0
11586	5	1	1	1	0
11587	5	0	0	1	1
11588	5	0	0	1	0
11589	4	1	1	1	0
11590	5	0	1	1	0
11591	3	0	0	1	0
11592	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
11593	4	0	1	1	0
11594	5	0	0	1	0
11595	4	0	1	1	0
11596	5	0	0	1	0
11597	5	0	0	1	0
11598	4	1	1	1	0
11599	5	1	0	1	0
11600	5	1	1	1	0
11601	3	0	0	1	0
11602	4	0	0	1	0
11603	4	0	0	1	0
11604	4	0	1	1	0
11605	4	0	1	1	0
11606	4	0	1	1	0
11607	5	1	1	1	0
11608	4	0	0	1	0
11609	5	0	0	1	0
11610	4	0	0	1	0
11611	5	0	0	1	1
11612	5	1	1	1	0
11613	5	0	0	1	0
11614	3	0	0	1	1
11615	4	0	1	1	0
11616	5	0	0	1	0
11617	5	0	0	1	0
11618	5	0	0	1	0
11619	4	0	0	1	0
11620	4	0	1	1	0
11621	4	0	1	1	1
11622	5	0	0	1	0
11623	5	0	0	1	0
11624	4	0	0	1	0
11625	5	0	1	1	0
11626	5	0	0	1	0
11627	4	0	1	1	0
11628	5	0	0	1	0
11629	5	0	1	1	0
11630	5	0	0	1	0
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11632	5	0	0	1	0
11633	5	0	0	1	0
11634	5	0	0	1	0
11635	4	0	1	1	0
11636	5	0	1	1	0
11637	4	0	1	1	0
11638	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
11639	3	0	0	1	0
11640	5	0	1	1	0
11641	5	0	1	1	0
11642	5	0	0	1	0
11643	4	0	0	1	0
11644	3	0	1	1	0
11645	5	0	0	1	0
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11648	5	0	1	1	0
11649	5	0	0	1	0
11650	5	0	0	1	1
11651	5	0	0	1	0
11652	5	0	0	1	0
11653	4	0	1	1	0
11654	5	0	0	1	0
11655	5	0	0	1	0
11656	5	0	1	1	0
11657	4	0	0	0	0
11658	3	0	1	1	0
11659	5	0	0	1	0
11660	5	0	1	1	0
11661	4	0	0	1	0
11662	4	0	0	1	0
11663	5	0	1	1	0
11664	5	0	1	1	0
11665	5	0	0	1	0
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11668	5	0	0	1	0
11669	5	0	0	1	1
11670	5	0	1	1	0
11671	4	0	0	1	0
11672	5	0	0	1	0
11673	4	0	1	1	0
11674	4	0	0	0	0
11675	5	0	1	1	0
11676	5	0	0	1	0
11677	5	0	0	1	0
11678	5	0	0	1	0
11679	4	0	0	1	0
11680	5	0	0	1	0
11681	5	0	0	1	0
11682	4	0	1	1	0
11683	5	1	0	0	0
11684	4	1	0	1	0

RandomID	D1	D2	D3	D4	D5
11685	3	0	1	1	0
11686	4	0	1	1	0
11687	4	0	1	1	0
11688	5	0	0	1	0
11689	4	0	1	1	0
11690	4	0	0	1	0
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11693	4	0	1	1	0
11694	4	0	1	1	0
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11696	5	0	0	1	0
11697	4	0	0	1	0
11698	5	0	1	1	0
11699	4	0	0	1	0
11700	3	0	0	0	0
11701	4	0	0	1	0
11702	4	1	0	1	0
11703	4	0	1	1	1
11704	4	0	1	1	0
11705	4	0	0	1	0
11706	3	1	1	0	0
11707	5	0	1	1	0
11708	4	1	1	1	0
11709	5	0	0	1	0
11710	3	.	1	1	0
11711	5	0	1	1	0
11712	4	0	1	1	0
11713	4	1	1	1	0
11714	4	0	0	1	0
11715	4	0	1	1	0
11716	5	0	0	1	0
11717	5	1	0	1	0
11718	4	0	0	1	0
11719	4	0	0	1	0
11720	5	0	1	1	0
11721	4	0	0	1	0
11722	4	0	1	1	0
11723	5	0	1	1	0
11724	5	0	1	1	0
11725	4	0	0	1	0
11726	5	0	1	1	0
11727	4	0	0	1	0
11728	4	0	0	1	0
11729	4	0	0	1	0
11730	5	1	1	0	1

RandomID	D1	D2	D3	D4	D5
11731	5	0	0	1	0
11732	5	0	1	1	0
11733	4	0	1	1	0
11734	5	0	1	0	0
11735	5	0	0	1	0
11736	5	1	0	1	0
11737	4	0	0	1	0
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11739	4	0	0	1	0
11740	5	0	0	1	0
11741	4	0	0	1	0
11742	4	0	0	1	0
11743	5	0	0	1	0
11744	4	0	1	1	0
11745	4	0	0	1	0
11746	4	0	0	1	0
11747	5	0	0	0	0
11748	3	0	0	1	0
11749	4	0	0	1	0
11750	4	0	1	1	0
11751	4	1	0	1	1
11752	5	0	0	1	0
11753	5	0	0	1	0
11754	5	0	1	1	0
11755	4	1	1	1	0
11756	5	0	1	1	0
11757	4	0	1	1	0
11758	4	1	1	1	0
11759	4	0	1	1	0
11760	5	0	1	1	0
11761	4	0	1	1	1
11762	4	0	1	1	0
11763	5	0	0	1	0
11764	4	0	1	1	0
11765	5	0	0	1	0
11766	5	0	0	1	0
11767	4	0	1	1	1
11768	5	0	1	1	0
11769	4	0	1	1	0
11770	5	0	0	1	0
11771	5	0	0	1	0
11772	5	0	1	1	0
11773	5	0	0	1	0
11774	4	0	1	1	0
11775	5	0	0	1	0
11776	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
11777	4	0	1	1	1
11778	4	0	1	1	0
11779	5	0	1	1	0
11780	5	0	0	1	1
11781	5	0	0	1	0
11782	4	0	0	1	0
11783	5	0	0	1	0
11784	5	0	1	1	0
11785	5	0	0	1	1
11786	5	0	1	1	1
11787	4	0	0	1	0
11788	5	0	1	1	0
11789	4	0	1	1	0
11790	5	0	1	1	0
11791	4	0	0	1	0
11792	4	1	1	1	0
11793	5	0	1	1	0
11794	4	0	0	1	0
11795	5	0	1	1	0
11796	5	0	0	1	0
11797	4	0	1	0	0
11798	5	0	0	1	1
11799	5	1	1	1	0
11800	5	0	1	1	0
11801	5	0	0	1	0
11802	5	0	0	1	0
11803	5	0	0	1	0
11804	4	0	1	1	0
11805	5	0	0	1	1
11806	5	0	0	1	0
11807	3	0	1	1	1
11808	5	0	0	1	0
11809	5	0	0	1	0
11810	3	1	1	1	0
11811	4	0	0	1	0
11812	5	0	1	1	0
11813	5	0	1	1	1
11814	5	0	0	1	0
11815	4	0	0	1	0
11816	4	1	0	1	0
11817	5	0	0	1	0
11818	5	0	1	1	0
11819	5	0	0	1	0
11820	4	0	0	1	0
11821	5	0	0	1	0
11822	4	1	0	1	0

RandomID	D1	D2	D3	D4	D5
11823	5	0	1	1	0
11824	5	0	1	1	0
11825	4	0	1	1	0
11826	5	0	0	1	0
11827	4	0	0	1	1
11828	4	0	0	1	0
11829	5	0	0	1	0
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11832	5	0	0	1	0
11833	5	0	0	1	0
11834	4	0	0	1	0
11835	4	0	1	1	0
11836	5	0	0	1	0
11837	5	0	1	1	1
11838	3	0	0	1	0
11839	5	0	0	1	0
11840	5	0	1	1	0
11841	5	0	0	1	1
11842	5	0	1	1	0
11843	5	0	1	1	0
11844	5	1	1	1	0
11845	5	0	0	1	0
11846	3	0	1	0	0
11847	5	1	0	1	0
11848	5	1	0	1	0
11849	5	0	1	1	1
11850	4	0	0	1	1
11851	4	0	1	1	0
11852	4	0	1	1	0
11853	5	0	1	1	0
11854	5	0	1	1	0
11855	4	0	1	1	0
11856	5	0	0	1	0
11857	4	0	1	1	0
11858	4	0	1	1	0
11859	4	0	0	1	0
11860	3	0	0	1	0
11861	4	0	0	1	1
11862	5	0	0	1	0
11863	5	0	1	1	1
11864	5	0	1	1	1
11865	4	0	1	1	0
11866	5	1	1	1	0
11867	4	0	0	1	0
11868	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
11869	4	0	0	1	0
11870	4	0	0	1	0
11871	5	0	0	1	0
11872	5	0	1	1	1
11873	4	0	0	1	0
11874	5	0	1	1	0
11875	5	0	0	1	1
11876	5	0	1	1	1
11877	5	0	0	1	0
11878	5	0	0	1	0
11879	4	0	0	1	0
11880	3	0	1	1	0
11881	4	1	0	1	1
11882	5	0	1	1	1
11883	5	0	1	1	0
11884	5	0	1	1	0
11885	5	0	0	1	0
11886	4	0	1	1	0
11887	5	0	1	1	0
11888	5	0	0	1	0
11889	5	0	1	1	0
11890	4	0	1	1	1
11891	4	0	1	1	0
11892	4	0	0	1	1
11893	4	0	1	1	1
11894	3	1	1	1	0
11895	4	0	1	1	1
11896	4	0	1	1	0
11897	3	0	0	1	0
11898	5	0	0	1	0
11899	4	0	0	1	0
11900	4	0	0	0	0
11901	5	0	0	1	0
11902	5	0	1	1	0
11903	5	0	1	1	0
11904	5	0	1	1	0
11905	4	0	0	1	0
11906	4	0	1	1	0
11907	4	0	1	1	0
11908	4	0	1	1	0
11909	5	0	0	1	1
11910	4	0	0	1	1
11911	5	0	0	0	0
11912	4	0	0	1	0
11913	4	0	0	1	0
11914	3	0	0	1	0

RandomID	D1	D2	D3	D4	D5
11915	4	0	0	1	0
11916	5	0	0	1	0
11917	4	0	0	1	0
11918	4	0	0	1	0
11919	4	0	1	1	0
11920	5	0	1	1	0
11921	5	0	0	1	0
11922	5	0	0	1	0
11923	5	0	1	1	0
11924	5	0	0	1	0
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11928	4	0	0	1	0
11929	5	1	1	1	0
11930	5	0	0	1	0
11931	4	0	1	0	1
11932	4	0	0	1	1
11933	4	0	0	1	0
11934	5	0	1	1	0
11935	4	0	1	1	0
11936	5	0	0	1	0
11937	4	0	1	1	1
11938	4	0	1	1	0
11939	3	1	1	1	0
11940	5	0	1	1	1
11941	4	0	0	1	0
11942	5	0	1	1	0
11943	4	0	1	0	0
11944	5	0	1	1	0
11945	5	0	0	1	0
11946	4	0	1	1	1
11947	5	0	1	1	0
11948	4	0	0	1	0
11949	5	1	0	1	0
11950	5	0	0	1	0
11951	5	0	0	1	0
11952	5	0	0	1	0
11953	4	0	1	1	0
11954	5	0	0	1	0
11955	5	0	0	1	0
11956	4	0	0	1	0
11957	5	0	1	1	0
11958	3	0	0	0	0
11959	4	0	1	1	1
11960	3	0	1	1	0

RandomID	D1	D2	D3	D4	D5
11961	5	0	0	0	0
11962	5	0	0	1	0
11963	4	0	1	1	0
11964	5	0	0	1	0
11965	4	0	0	1	0
11966	5	0	0	1	1
11967	5	0	0	1	0
11968	5	0	0	1	0
11969	4	0	1	1	0
11970	4	0	0	1	1
11971	4	0	1	1	0
11972	4	0	1	1	0
11973	5	0	0	1	0
11974	5	1	0	1	0
11975	5	0	0	1	0
11976	5	0	0	1	0
11977	5	0	1	1	0
11978	5	0	1	1	0
11979	5	0	1	1	0
11980	3	1	1	1	0
11981	5	0	0	1	0
11982	5	0	1	1	0
11983	4	0	1	1	1
11984	4	0	1	1	1
11985	5	0	0	1	0
11986	4	1	1	1	0
11987	4	0	0	1	0
11988	5	0	0	1	0
11989	5	0	0	1	0
11990	5	0	0	1	1
11991	5	0	1	1	0
11992	5	0	0	1	0
11993	5	0	1	1	0
11994	5	0	0	1	0
11995	5	0	0	1	0
11996	4	1	1	1	1
11997	4	0	1	1	0
11998	4	0	1	1	0
11999	5	0	1	1	0
12000	4	0	1	1	0
12001	4	0	1	1	0
12002	4	0	0	1	0
12003	5	0	1	1	0
12004	5	0	0	1	0
12005	4	0	1	1	0
12006	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
12007	5	0	1	1	0
12008	5	0	0	1	0
12009	4	0	0	0	0
12010	4	0	0	1	0
12011	4	1	1	1	0
12012	4	0	1	1	0
12013	4	0	0	1	0
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12015	5	0	0	1	0
12016	5	0	1	1	1
12017	5	0	0	1	1
12018	4	0	0	1	0
12019	5	0	0	1	0
12020	4	0	0	1	1
12021	4	0	0	1	0
12022	4	0	0	1	0
12023	4	0	0	1	0
12024	3	1	1	1	0
12025	5	0	0	1	0
12026	4	0	0	1	0
12027	5	0	1	1	0
12028	4	0	0	1	0
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12030	3	0	1	1	0
12031	4	0	1	1	1
12032	4	0	1	1	1
12033	4	0	1	1	0
12034	5	0	1	1	0
12035	4	0	1	1	0
12036	5	1	0	1	0
12037	5	0	1	1	0
12038	3	0	0	1	1
12039	5	0	1	1	0
12040	5	0	0	1	0
12041	4	0	1	1	0
12042	5	0	1	1	0
12043	5	0	0	1	0
12044	5	0	1	1	0
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12047	5	0	0	1	0
12048	5	0	0	1	0
12049	4	0	1	1	0
12050	5	0	0	1	0
12051	5	1	0	1	0
12052	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
12053	5	0	1	1	0
12054	4	0	0	1	0
12055	3	0	0	1	0
12056	5	1	1	1	0
12057	5	0	0	1	0
12058	4	0	1	1	0
12059	5	0	1	1	0
12060	5	0	0	1	1
12061	5	0	0	0	0
12062	5	0	1	1	0
12063	5	0	1	0	0
12064	4	0	1	1	0
12065	5	0	0	1	0
12066	5	0	0	1	0
12067	5	0	1	1	0
12068	4	0	1	1	0
12069	5	0	0	1	0
12070	4	0	1	1	0
12071	5	0	1	1	0
12072	5	0	1	1	1
12073	4	1	0	1	1
12074	4	0	1	1	0
12075	5	0	0	1	0
12076	5	0	0	1	0
12077	5	0	1	1	0
12078	4	1	1	1	0
12079	4	0	1	0	0
12080	5	0	1	1	0
12081	3	0	1	1	0
12082	4	0	1	1	0
12083	5	0	1	1	1
12084	5	0	0	1	0
12085	5	0	1	0	0
12086	5	1	0	1	0
12087	4	1	1	1	0
12088	5	0	0	0	0
12089	5	0	1	1	0
12090	5	0	0	1	0
12091	4	0	1	1	0
12092	4	0	1	1	0
12093	5	0	0	1	0
12094	4	1	1	0	1
12095	5	0	0	1	1
12096	4	0	1	1	0
12097	3	0	1	1	0
12098	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
12099	4	0	1	1	0
12100	5	0	1	1	0
12101	5	0	0	1	0
12102	5	0	0	1	0
12103	4	0	1	1	0
12104	4	0	1	1	0
12105	4	1	0	1	1
12106	5	0	1	1	0
12107	5	0	0	0	0
12108	4	0	1	1	0
12109	5	0	0	1	0
12110	5	0	0	1	0
12111	5	0	1	1	1
12112	5	0	1	1	1
12113	5	0	1	1	0
12114	5	0	1	1	0
12115	4	0	0	1	0
12116	5	0	1	1	1
12117	5	1	1	1	1
12118	4	0	1	1	0
12119	4	0	0	1	0
12120	5	0	0	1	0
12121	5	0	1	1	0
12122	5	0	1	1	0
12123	4	0	0	1	0
12124	4	0	1	1	0
12125	3	0	1	1	0
12126	4	0	1	1	0
12127	5	0	0	1	0
12128	3	0	1	1	1
12129	4	1	0	0	0
12130	4	1	1	1	0
12131	4	1	0	1	0
12132	5	0	0	1	0
12133	5	0	0	1	0
12134	4	0	0	1	0
12135	5	0	0	1	0
12136	5	1	0	1	0
12137	4	0	0	1	0
12138	4	0	0	1	0
12139	3	0	1	1	0
12140	4	0	0	1	0
12141	5	0	0	1	0
12142	5	0	0	1	0
12143	3	1	1	1	1
12144	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
12145	5	0	1	1	0
12146	5	0	0	1	0
12147	5	0	0	1	0
12148	5	0	0	1	0
12149	5	0	1	1	0
12150	4	1	1	1	0
12151	5	0	0	1	0
12152	4	0	1	1	0
12153	5	0	0	1	1
12154	4	0	0	1	0
12155	4	1	0	1	0
12156	4	0	0	1	0
12157	5	0	0	1	0
12158	4	0	0	1	1
12159	5	0	0	1	0
12160	4	0	0	1	0
12161	5	0	0	1	0
12162	3	0	0	1	0
12163	4	0	0	1	0
12164	3	0	0	1	0
12165	5	0	1	0	0
12166	5	0	1	1	0
12167	5	0	1	1	0
12168	4	0	0	1	0
12169	4	1	0	1	0
12170	5	0	0	1	0
12171	4	1	1	1	0
12172	4	0	1	1	1
12173	5	0	0	1	1
12174	4	0	1	1	0
12175	5	0	0	1	0
12176	4	0	1	1	0
12177	5	0	1	1	0
12178	4	0	0	1	0
12179	5	0	1	1	0
12180	5	0	1	1	0
12181	5	0	1	1	0
12182	5	1	0	1	0
12183	4	0	0	1	0
12184	4	0	0	1	1
12185	4	0	1	1	1
12186	4	0	1	1	0
12187	5	1	1	1	0
12188	5	0	0	1	0
12189	4	0	0	1	0
12190	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
12191	4	0	0	1	0
12192	5	0	1	1	0
12193	4	0	0	1	0
12194	3	0	1	1	0
12195	5	0	0	1	0
12196	4	0	1	1	0
12197	4	0	0	1	0
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12199	4	0	0	1	0
12200	5	0	0	1	0
12201	4	0	0	1	0
12202	4	0	0	1	0
12203	4	0	1	1	0
12204	3	0	0	1	0
12205	3	0	1	1	0
12206	5	0	0	1	0
12207	5	0	0	1	0
12208	5	0	1	1	0
12209	5	0	0	1	0
12210	5	0	0	1	0
12211	4	0	0	1	0
12212	5	0	1	1	0
12213	5	0	1	1	0
12214	5	0	0	1	0
12215	5	0	0	0	0
12216	5	0	0	1	0
12217	3	0	0	1	1
12218	5	0	0	1	0
12219	4	0	0	1	0
12220	4	0	1	1	0
12221	5	0	1	1	1
12222	3	1	1	1	0
12223	4	0	0	1	0
12224	5	0	0	1	0
12225	4	1	1	1	0
12226	5	1	1	1	0
12227	4	0	0	1	0
12228	3	0	1	1	0
12229	5	0	1	1	0
12230	5	0	0	1	0
12231	5	0	0	1	0
12232	5	0	0	1	0
12233	4	0	1	1	0
12234	4	0	0	1	0
12235	4	0	1	1	0
12236	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
12237	4	1	0	1	0
12238	5	0	1	1	0
12239	4	0	0	1	0
12240	4	0	0	1	0
12241	5	0	0	1	0
12242	5	0	1	1	1
12243	4	.	1	1	0
12244	4	0	0	1	0
12245	4	0	1	1	0
12246	3	0	0	1	0
12247	3	0	0	1	0
12248	5	0	0	1	0
12249	4	0	1	1	0
12250	5	0	0	0	0
12251	5	0	1	1	0
12252	5	0	0	1	0
12253	5	0	0	1	0
12254	5	0	1	1	0
12255	5	0	0	1	0
12256	3	1	1	1	1
12257	3	0	0	1	0
12258	4	0	1	1	0
12259	3	0	0	1	0
12260	5	0	1	1	1
12261	4	0	0	1	0
12262	5	0	1	1	1
12263	5	0	0	1	0
12264	5	0	1	1	0
12265	4	0	0	1	1
12266	5	0	0	1	0
12267	3	1	1	1	0
12268	5	0	1	1	1
12269	4	0	0	1	0
12270	5	0	0	1	0
12271	4	1	0	1	1
12272	5	0	1	1	1
12273	4	0	1	1	0
12274	5	0	0	1	0
12275	5	0	0	0	0
12276	4	0	1	1	0
12277	4	0	0	1	0
12278	4	0	1	1	0
12279	3	0	0	1	1
12280	4	1	1	1	0
12281	4	0	1	1	0
12282	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
12283	3	0	1	1	0
12284	3	0	0	1	0
12285	5	0	0	1	0
12286	4	0	1	1	1
12287	5	1	1	1	0
12288	4	0	0	1	0
12289	5	0	0	1	1
12290	5	0	1	1	0
12291	4	1	0	1	0
12292	4	0	0	1	0
12293	5	0	0	1	0
12294	5	0	1	1	0
12295	4	0	0	1	0
12296	5	0	0	1	1
12297	5	0	1	1	0
12298	5	0	1	1	0
12299	5	0	0	1	0
12300	4	0	1	1	0
12301	5	0	0	1	0
12302	5	0	1	1	0
12303	4	0	1	1	0
12304	4	1	0	0	1
12305	5	0	0	1	0
12306	5	0	0	1	0
12307	4	0	1	1	0
12308	5	0	0	1	0
12309	4	0	0	1	0
12310	5	0	0	1	0
12311	4	0	1	1	0
12312	4	0	1	1	0
12313	4	0	1	1	1
12314	4	0	0	1	0
12315	5	0	0	0	0
12316	5	0	0	1	1
12317	4	0	0	1	0
12318	5	0	1	1	0
12319	5	0	1	1	0
12320	4	0	1	1	0
12321	4	0	0	1	0
12322	5	0	0	1	0
12323	4	0	1	1	0
12324	4	0	1	1	0
12325	5	0	1	1	0
12326	4	0	0	1	0
12327	4	1	1	1	0
12328	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
12329	5	0	1	1	0
12330	4	0	1	1	0
12331	4	0	1	1	0
12332	5	0	1	1	0
12333	4	0	0	1	0
12334	4	0	0	1	0
12335	4	1	1	1	1
12336	5	0	1	1	0
12337	5	1	0	1	0
12338	3	1	1	1	1
12339	5	0	0	1	0
12340	4	0	1	1	1
12341	5	0	1	1	0
12342	5	0	0	1	0
12343	4	0	1	1	1
12344	5	0	0	1	0
12345	5	0	0	1	0
12346	4	0	0	1	0
12347	5	0	0	1	0
12348	4	0	0	1	0
12349	4	0	1	1	0
12350	4	0	0	1	0
12351	5	0	0	1	0
12352	5	0	0	1	0
12353	5	0	0	1	0
12354	4	0	0	1	0
12355	5	0	1	1	0
12356	4	0	0	1	0
12357	4	0	0	1	0
12358	5	0	0	1	0
12359	5	1	1	0	0
12360	5	0	1	1	0
12361	5	0	0	1	0
12362	5	0	1	1	1
12363	5	0	1	1	0
12364	4	0	1	1	0
12365	4	0	1	1	0
12366	5	1	1	1	0
12367	5	0	1	1	0
12368	5	0	0	0	0
12369	4	0	0	1	0
12370	5	0	1	1	0
12371	5	1	0	1	0
12372	5	0	0	0	1
12373	5	0	0	1	0
12374	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
12375	4	1	0	1	0
12376	5	0	0	0	0
12377	4	0	0	1	0
12378	5	1	1	1	0
12379	4	0	0	1	0
12380	5	0	0	1	0
12381	5	0	0	1	0
12382	5	1	0	1	1
12383	4	0	1	1	1
12384	5	0	0	1	0
12385	5	0	0	1	0
12386	4	0	1	1	0
12387	5	0	0	1	0
12388	4	0	0	1	0
12389	5	0	1	1	1
12390	4	0	0	1	0
12391	4	0	0	1	0
12392	5	0	1	1	0
12393	3	1	0	1	0
12394	4	1	1	1	1
12395	4	0	0	1	0
12396	3	1	0	1	0
12397	4	0	1	1	0
12398	4	0	1	1	0
12399	4	0	0	1	0
12400	4	0	1	1	0
12401	4	0	0	1	0
12402	5	0	0	1	0
12403	5	0	0	1	0
12404	5	1	1	1	1
12405	4	0	0	1	0
12406	5	0	1	1	0
12407	4	0	1	1	0
12408	5	0	1	1	0
12409	4	0	0	1	0
12410	5	0	0	1	0
12411	5	0	1	1	0
12412	3	1	0	1	0
12413	4	1	1	1	0
12414	4	0	0	1	0
12415	5	0	0	1	0
12416	5	0	0	1	0
12417	5	0	1	1	0
12418	5	0	0	1	0
12419	5	0	0	1	0
12420	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
12421	4	0	1	1	1
12422	4	0	0	1	0
12423	5	0	0	1	0
12424	5	0	0	1	0
12425	4	0	0	1	0
12426	5	0	0	1	0
12427	5	0	1	1	0
12428	4	0	1	1	0
12429	5	0	0	1	0
12430	5	0	0	1	0
12431	4	0	1	1	0
12432	5	0	0	1	0
12433	5	0	0	1	0
12434	5	0	0	1	0
12435	3	0	1	1	0
12436	4	0	1	1	0
12437	5	0	1	1	0
12438	4	0	1	1	0
12439	4	0	0	1	0
12440	4	0	0	1	0
12441	4	0	0	1	0
12442	5	0	0	1	0
12443	5	0	1	1	0
12444	4	0	1	1	1
12445	4	0	1	0	0
12446	5	0	1	1	0
12447	5	0	0	1	1
12448	5	0	0	1	0
12449	5	0	1	1	0
12450	5	0	1	1	0
12451	5	0	0	1	0
12452	4	0	0	1	0
12453	5	0	0	0	0
12454	3	0	0	1	0
12455	5	0	0	1	0
12456	5	0	1	1	1
12457	5	0	1	1	0
12458	5	0	0	1	0
12459	5	0	1	1	0
12460	3	0	0	1	0
12461	5	0	1	1	0
12462	5	0	1	1	0
12463	5	0	0	1	0
12464	4	0	1	1	0
12465	4	0	1	1	0
12466	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
12467	5	0	1	1	0
12468	5	0	0	1	0
12469	5	0	1	1	0
12470	5	0	1	1	0
12471	4	0	1	1	1
12472	4	1	1	1	0
12473	4	0	1	1	1
12474	4	0	0	1	0
12475	5	0	0	1	0
12476	5	0	1	1	0
12477	5	0	1	1	0
12478	5	0	1	1	0
12479	5	0	1	1	0
12480	5	0	0	1	0
12481	4	0	1	1	0
12482	4	0	1	1	0
12483	5	0	0	1	0
12484	5	0	0	1	1
12485	5	0	0	1	0
12486	5	0	0	1	0
12487	5	0	0	1	0
12488	4	0	0	1	0
12489	5	0	0	1	0
12490	4	0	1	1	0
12491	5	0	0	1	0
12492	5	0	1	1	0
12493	4	0	1	1	0
12494	4	0	0	1	0
12495	5	0	1	0	0
12496	5	0	1	1	0
12497	5	1	0	1	0
12498	5	0	1	1	0
12499	5	0	0	1	0
12500	3	0	1	1	0
12501	5	0	0	1	0
12502	4	0	1	1	1
12503	4	0	0	1	0
12504	4	0	0	1	0
12505	5	1	1	1	0
12506	4	0	1	1	0
12507	5	0	1	1	0
12508	4	0	1	1	0
12509	4	0	0	1	0
12510	5	0	1	1	0
12511	5	0	1	1	1
12512	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
12513	5	0	0	1	0
12514	3	0	1	1	0
12515	4	0	1	1	0
12516	5	0	0	1	0
12517	5	0	1	1	0
12518	5	0	1	1	0
12519	5	0	1	1	1
12520	4	0	0	1	0
12521	5	0	1	1	0
12522	5	0	0	1	0
12523	5	0	0	1	0
12524	4	0	1	1	0
12525	4	1	0	1	0
12526	4	0	0	0	0
12527	4	0	1	1	0
12528	4	0	0	1	0
12529	5	0	0	1	1
12530	4	1	1	1	0
12531	3	0	0	1	0
12532	5	0	0	1	0
12533	5	0	0	1	1
12534	4	0	0	1	0
12535	5	0	0	1	0
12536	5	0	1	1	0
12537	3	1	1	1	0
12538	5	0	1	1	0
12539	3	0	1	1	0
12540	4	0	1	1	0
12541	5	0	1	1	0
12542	4	0	0	1	0
12543	4	0	1	1	0
12544	5	0	1	1	0
12545	4	0	0	1	0
12546	4	0	0	1	0
12547	4	0	0	1	0
12548	5	1	0	1	0
12549	3	1	0	1	0
12550	4	0	1	1	0
12551	5	0	1	1	0
12552	5	0	0	1	0
12553	3	0	0	1	0
12554	4	0	0	1	0
12555	4	0	1	1	0
12556	4	0	0	1	0
12557	5	0	1	1	0
12558	5	1	0	1	0

RandomID	D1	D2	D3	D4	D5
12559	4	0	1	1	0
12560	5	0	0	1	1
12561	5	0	1	1	0
12562	4	1	0	1	0
12563	5	0	1	1	0
12564	5	0	0	1	0
12565	4	0	0	1	0
12566	4	0	1	1	0
12567	5	0	0	1	0
12568	5	0	0	1	0
12569	4	0	0	1	0
12570	5	0	1	1	0
12571	5	0	0	1	1
12572	5	0	0	1	1
12573	4	0	1	1	0
12574	4	0	0	1	1
12575	4	0	0	1	0
12576	3	1	1	1	0
12577	4	0	0	1	1
12578	5	1	1	1	0
12579	5	0	0	1	0
12580	4	1	1	1	0
12581	4	0	1	1	0
12582	5	0	0	1	0
12583	5	0	1	1	0
12584	4	0	1	1	0
12585	4	0	0	1	0
12586	5	0	1	1	0
12587	5	0	1	1	0
12588	5	0	0	1	0
12589	4	0	1	1	0
12590	5	0	0	1	1
12591	5	0	1	1	0
12592	4	0	0	1	0
12593	5	0	0	1	0
12594	5	0	1	1	0
12595	4	0	1	1	0
12596	4	0	1	1	0
12597	5	0	0	1	0
12598	4	0	0	1	0
12599	5	0	0	1	0
12600	5	0	1	1	0
12601	4	0	1	1	1
12602	5	1	1	1	0
12603	5	0	0	1	0
12604	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
12605	4	0	0	1	0
12606	4	0	1	1	1
12607	4	0	1	1	0
12608	4	0	0	1	0
12609	5	0	0	1	1
12610	5	0	0	1	1
12611	5	0	1	1	0
12612	5	0	0	1	0
12613	4	0	0	1	0
12614	4	0	1	0	0
12615	4	0	0	1	1
12616	5	0	0	1	0
12617	5	0	0	1	0
12618	3	0	1	1	1
12619	3	1	1	1	0
12620	5	0	1	1	0
12621	3	0	1	1	0
12622	4	0	0	1	0
12623	5	0	0	0	0
12624	5	0	0	1	1
12625	5	0	1	1	0
12626	4	1	0	1	1
12627	5	0	0	1	0
12628	3	0	0	1	0
12629	5	0	1	1	0
12630	5	0	1	1	0
12631	5	0	0	1	0
12632	5	0	1	1	0
12633	5	0	0	1	0
12634	5	0	1	1	0
12635	4	1	0	1	0
12636	4	0	0	1	1
12637	4	0	1	1	1
12638	4	0	0	1	0
12639	5	0	1	1	0
12640	4	0	1	1	0
12641	5	0	0	1	0
12642	5	0	0	1	0
12643	4	0	1	1	0
12644	4	0	0	1	0
12645	4	0	0	1	0
12646	5	0	0	1	0
12647	4	0	0	1	0
12648	5	0	0	1	0
12649	4	0	0	1	1
12650	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
12651	5	0	1	1	0
12652	5	0	0	1	0
12653	5	0	0	1	0
12654	3	0	0	0	0
12655	3	0	1	1	0
12656	4	0	0	1	0
12657	5	0	0	1	0
12658	4	0	0	1	0
12659	5	0	0	1	0
12660	5	0	0	1	0
12661	4	1	1	1	1
12662	5	0	0	1	0
12663	5	0	0	1	0
12664	4	0	1	1	0
12665	4	0	1	1	0
12666	5	0	1	1	0
12667	4	0	1	1	1
12668	4	0	0	1	0
12669	3	0	0	1	0
12670	5	0	0	1	0
12671	3	1	0	1	0
12672	5	0	0	1	0
12673	5	0	1	1	0
12674	4	0	0	1	0
12675	4	0	0	1	0
12676	4	0	1	1	0
12677	3	1	1	1	0
12678	5	0	1	1	0
12679	5	0	0	1	0
12680	5	0	1	1	0
12681	5	0	0	0	1
12682	4	0	0	1	0
12683	5	0	0	1	1
12684	5	0	0	1	0
12685	4	1	1	1	0
12686	4	.	0	1	0
12687	4	1	1	1	0
12688	4	0	1	1	0
12689	4	0	0	1	0
12690	5	0	0	1	0
12691	5	0	1	1	1
12692	5	0	0	1	0
12693	5	1	1	1	0
12694	4	0	1	1	0
12695	4	0	1	1	0
12696	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
12697	2	1	1	1	1
12698	4	0	1	1	0
12699	3	0	1	1	0
12700	3	0	0	1	0
12701	4	1	1	1	0
12702	4	0	1	1	0
12703	5	0	0	1	0
12704	5	0	0	1	0
12705	5	0	0	1	0
12706	5	1	1	1	0
12707	5	0	1	1	0
12708	4	0	0	1	0
12709	4	0	0	1	0
12710	5	0	0	1	0
12711	4	0	0	1	0
12712	4	0	1	1	0
12713	5	0	0	1	0
12714	5	1	1	1	1
12715	4	0	1	1	1
12716	5	0	0	1	1
12717	4	0	0	1	0
12718	4	0	0	1	0
12719	5	0	1	1	0
12720	4	1	0	1	0
12721	4	0	0	1	0
12722	4	0	1	1	0
12723	5	0	0	1	0
12724	5	0	0	1	0
12725	5	1	1	1	0
12726	4	0	1	1	0
12727	4	0	0	1	0
12728	5	0	1	1	0
12729	5	0	0	1	0
12730	4	0	1	1	0
12731	4	0	0	1	0
12732	4	0	1	1	0
12733	5	0	1	1	0
12734	5	0	0	1	0
12735	4	0	0	1	0
12736	5	0	0	1	0
12737	4	0	1	1	0
12738	4	0	0	1	0
12739	5	0	0	1	0
12740	4	0	1	1	0
12741	4	0	1	1	0
12742	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
12743	3	0	1	1	1
12744	4	0	0	1	1
12745	5	0	1	1	0
12746	4	0	0	1	0
12747	4	0	1	1	0
12748	5	0	1	1	1
12749	4	0	1	1	0
12750	4	0	1	1	0
12751	4	0	0	1	0
12752	4	1	0	1	0
12753	5	0	0	1	0
12754	5	0	0	1	1
12755	4	0	0	1	0
12756	4	0	1	1	1
12757	4	0	0	1	0
12758	5	0	1	1	0
12759	3	0	1	1	0
12760	5	0	1	1	0
12761	4	0	0	1	0
12762	5	0	0	1	0
12763	5	0	1	1	0
12764	5	0	0	1	0
12765	5	0	1	1	0
12766	5	0	1	1	0
12767	5	0	0	1	1
12768	3	0	0	1	0
12769	4	0	1	1	0
12770	4	0	0	1	0
12771	3	0	1	1	0
12772	4	0	0	1	0
12773	5	0	0	1	0
12774	4	0	0	1	0
12775	4	0	0	1	0
12776	5	0	0	1	0
12777	5	0	1	1	0
12778	4	0	0	1	0
12779	4	0	0	1	1
12780	4	0	1	1	0
12781	4	0	1	1	0
12782	4	0	1	1	0
12783	5	0	1	1	1
12784	4	0	1	1	1
12785	4	0	0	1	0
12786	4	0	0	1	0
12787	4	0	1	1	0
12788	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
12789	3	0	1	1	0
12790	5	0	0	1	0
12791	4	0	1	1	0
12792	4	1	0	0	1
12793	5	0	0	1	0
12794	4	0	0	1	0
12795	5	0	0	1	0
12796	5	0	0	1	0
12797	5	0	0	0	0
12798	5	0	1	1	0
12799	5	0	0	1	0
12800	5	0	0	1	0
12801	4	0	1	1	0
12802	5	0	1	1	0
12803	4	0	0	1	0
12804	4	0	1	1	1
12805	5	0	0	1	0
12806	4	0	0	1	0
12807	4	0	1	1	0
12808	5	0	0	1	1
12809	4	0	0	1	0
12810	5	0	0	1	0
12811	3	0	1	1	0
12812	3	1	1	1	0
12813	4	0	1	1	0
12814	3	0	0	1	0
12815	5	1	1	1	0
12816	5	1	0	1	0
12817	5	0	0	1	0
12818	5	0	0	1	0
12819	5	0	0	1	0
12820	5	1	0	1	0
12821	5	0	1	1	0
12822	5	0	1	1	0
12823	5	0	0	1	0
12824	5	0	0	1	0
12825	5	0	1	1	0
12826	5	0	0	1	0
12827	4	1	0	1	0
12828	3	0	0	1	0
12829	4	0	1	1	0
12830	5	0	0	1	0
12831	4	0	1	1	0
12832	4	0	1	1	0
12833	3	1	0	1	1
12834	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
12835	4	0	0	1	0
12836	4	0	1	1	1
12837	5	0	0	0	0
12838	5	0	1	1	0
12839	5	0	1	1	0
12840	4	0	1	1	0
12841	4	0	0	1	1
12842	5	0	0	1	0
12843	5	0	1	1	0
12844	4	1	0	1	0
12845	4	0	0	1	0
12846	5	0	0	1	0
12847	5	0	0	0	0
12848	5	0	0	1	0
12849	4	0	1	1	0
12850	4	0	0	1	0
12851	4	0	0	1	0
12852	5	0	0	1	0
12853	5	0	1	1	0
12854	5	0	1	1	0
12855	5	0	0	1	0
12856	5	0	0	1	0
12857	5	0	1	1	1
12858	4	0	0	1	0
12859	4	0	0	1	0
12860	5	0	0	1	0
12861	3	1	1	1	0
12862	4	0	0	1	0
12863	4	1	0	1	0
12864	5	0	0	1	0
12865	3	0	0	1	0
12866	5	0	0	0	0
12867	4	0	0	1	0
12868	5	0	1	1	0
12869	5	0	0	1	0
12870	4	0	1	1	1
12871	4	0	1	1	0
12872	5	0	0	1	0
12873	4	1	1	1	0
12874	4	0	1	1	0
12875	4	1	0	1	1
12876	4	0	1	1	0
12877	2	0	0	1	0
12878	5	0	1	1	0
12879	5	0	1	1	0
12880	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
12881	5	0	1	1	0
12882	4	0	1	1	0
12883	4	0	0	1	0
12884	.	.	.	.	.
12885	5	0	1	1	0
12886	5	0	0	1	0
12887	5	0	0	1	0
12888	5	0	1	1	0
12889	5	0	0	1	0
12890	5	0	0	1	1
12891	3	0	0	1	0
12892	4	0	0	1	0
12893	4	0	0	1	0
12894	4	0	1	1	0
12895	4	0	1	1	0
12896	4	0	1	1	0
12897	5	0	1	1	1
12898	4	1	0	1	0
12899	5	0	1	1	0
12900	4	1	1	1	1
12901	5	0	0	1	0
12902	5	0	0	1	0
12903	4	0	0	1	0
12904	5	0	0	1	0
12905	4	0	1	1	0
12906	5	0	1	1	0
12907	4	0	0	1	0
12908	5	0	1	1	0
12909	5	0	0	1	0
12910	5	0	0	1	0
12911	5	0	1	1	0
12912	5	0	1	1	0
12913	5	0	1	1	0
12914	5	0	0	1	0
12915	4	0	1	1	0
12916	5	0	0	1	0
12917	5	0	1	1	0
12918	5	0	0	1	0
12919	4	0	0	1	0
12920	5	0	0	0	0
12921	4	0	0	1	0
12922	4	0	1	1	0
12923	4	0	1	1	0
12924	5	0	1	1	0
12925	5	1	1	1	1
12926	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
12927	3	0	0	1	0
12928	5	0	1	1	0
12929	5	0	1	1	0
12930	4	1	1	1	0
12931	4	0	0	1	0
12932	5	0	1	1	0
12933	5	0	0	1	1
12934	5	0	1	1	0
12935	5	1	1	1	1
12936	4	0	1	1	0
12937	4	0	1	1	0
12938	4	0	1	1	0
12939	5	0	0	1	0
12940	5	0	0	1	0
12941	5	0	1	1	1
12942	4	1	0	1	0
12943	4	1	0	1	0
12944	3	0	0	1	0
12945	5	0	1	1	0
12946	3	0	0	1	0
12947	5	0	0	1	1
12948	4	0	1	1	0
12949	5	0	0	1	0
12950	5	0	0	1	0
12951	4	0	0	1	0
12952	5	0	1	1	1
12953	4	0	0	1	0
12954	5	0	0	1	0
12955	3	0	0	1	0
12956	4	0	1	1	0
12957	3	1	0	1	0
12958	5	0	0	1	0
12959	5	0	0	1	0
12960	5	0	0	1	0
12961	4	0	0	1	0
12962	4	1	1	1	0
12963	4	0	1	1	0
12964	5	0	1	1	0
12965	4	0	0	1	1
12966	5	0	1	1	1
12967	4	0	0	1	0
12968	5	0	0	1	0
12969	4	0	0	1	1
12970	4	0	0	1	0
12971	4	0	1	1	0
12972	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
12973	3	0	0	1	0
12974	3	0	1	1	0
12975	5	0	0	1	0
12976	5	0	1	1	0
12977	4	1	1	1	0
12978	5	0	1	1	0
12979	4	0	0	1	0
12980	5	0	1	1	0
12981	5	0	0	0	1
12982	5	0	1	1	0
12983	5	0	0	1	0
12984	5	0	0	1	0
12985	5	0	1	0	1
12986	4	0	0	1	1
12987	5	0	0	1	1
12988	5	0	1	1	1
12989	4	0	0	1	0
12990	5	0	0	1	0
12991	4	0	0	1	0
12992	5	0	0	1	0
12993	3	0	0	1	0
12994	4	0	1	1	0
12995	5	0	0	1	0
12996	4	0	0	1	0
12997	5	0	0	1	0
12998	3	0	1	1	0
12999	3	1	0	1	0
13000	4	0	1	1	0
13001	4	0	0	1	0
13002	4	0	0	1	0
13003	5	0	0	1	0
13004	4	0	1	1	0
13005	4	1	0	1	0
13006	5	0	1	1	0
13007	5	0	1	1	0
13008	5	0	0	1	0
13009	5	0	1	1	0
13010	4	0	0	1	0
13011	5	0	0	1	0
13012	3	1	1	1	0
13013	5	0	0	1	0
13014	5	1	1	1	0
13015	5	0	0	1	0
13016	.	.	.	.	.
13017	4	0	0	1	0
13018	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
13019	4	0	0	1	0
13020	5	1	0	1	1
13021	5	0	1	1	0
13022	5	0	1	1	0
13023	5	0	0	1	1
13024	5	0	1	1	0
13025	5	0	0	1	0
13026	5	0	0	1	0
13027	5	0	0	1	0
13028	5	0	1	1	0
13029	5	0	0	1	0
13030	4	0	0	1	0
13031	5	0	0	1	0
13032	5	0	1	1	0
13033	5	0	0	1	0
13034	5	0	1	1	0
13035	5	0	0	1	0
13036	4	0	0	1	0
13037	5	0	0	1	1
13038	5	0	1	1	1
13039	4	1	0	1	1
13040	5	0	0	1	0
13041	5	0	1	1	0
13042	5	0	0	1	0
13043	4	0	0	1	0
13044	4	0	1	1	0
13045	5	0	0	1	1
13046	5	0	0	1	0
13047	5	0	1	1	0
13048	4	0	1	1	0
13049	4	0	0	1	1
13050	4	0	1	1	0
13051	4	0	0	1	0
13052	4	0	1	1	0
13053	5	0	1	1	0
13054	4	0	0	1	1
13055	5	0	1	1	1
13056	5	0	1	1	0
13057	4	0	0	1	0
13058	5	0	1	1	1
13059	5	0	1	1	0
13060	5	0	1	1	0
13061	5	0	0	1	0
13062	4	0	1	1	0
13063	4	0	0	1	0
13064	3	0	0	1	0

RandomID	D1	D2	D3	D4	D5
13065	3	0	1	1	0
13066	5	0	1	1	0
13067	5	0	0	1	0
13068	4	0	0	1	0
13069	5	0	1	0	1
13070	4	0	1	1	1
13071	5	0	0	1	0
13072	4	0	1	1	0
13073	3	0	1	1	1
13074	5	0	1	1	0
13075	4	0	1	1	0
13076	5	0	0	1	0
13077	4	0	1	1	0
13078	4	0	1	1	0
13079	4	0	1	1	0
13080	5	0	1	1	0
13081	5	0	0	0	0
13082	5	0	1	1	0
13083	5	0	0	1	0
13084	4	0	1	1	0
13085	4	0	1	1	0
13086	5	0	0	1	0
13087	5	0	0	1	0
13088	3	1	1	1	0
13089	5	0	0	1	0
13090	5	0	0	1	0
13091	5	0	1	1	0
13092	4	0	0	1	0
13093	4	0	0	1	0
13094	4	0	1	1	0
13095	4	0	1	1	0
13096	3	0	1	1	1
13097	5	0	1	1	0
13098	5	0	0	1	0
13099	5	0	0	1	0
13100	5	0	1	0	0
13101	4	0	0	1	0
13102	5	0	0	0	0
13103	5	0	1	1	0
13104	4	0	1	1	0
13105	5	0	0	0	0
13106	5	0	1	1	1
13107	5	0	0	1	0
13108	5	0	0	1	0
13109	4	0	0	0	1
13110	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
13111	5	0	0	1	0
13112	4	0	0	1	0
13113	5	0	1	1	1
13114	5	0	0	1	0
13115	4	0	0	1	0
13116	5	0	1	1	0
13117	5	0	1	1	0
13118	4	0	0	1	0
13119	4	1	0	0	0
13120	5	0	0	1	0
13121	5	0	0	1	0
13122	5	0	0	1	0
13123	4	0	1	1	0
13124	4	0	0	1	0
13125	4	0	1	1	0
13126	4	0	1	1	0
13127	4	1	1	1	0
13128	5	0	1	1	0
13129	4	0	0	1	0
13130	5	0	1	1	0
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13135	5	0	1	1	0
13136	5	0	0	1	0
13137	5	0	0	1	1
13138	5	0	1	1	0
13139	3	0	1	1	0
13140	4	0	0	1	0
13141	4	0	0	0	0
13142	4	1	0	1	0
13143	2	0	0	1	1
13144	4	1	0	1	0
13145	5	0	1	1	0
13146	4	0	0	1	0
13147	5	0	1	1	0
13148	4	0	0	1	0
13149	5	0	0	1	0
13150	4	0	1	1	0
13151	5	0	1	1	1
13152	5	0	0	1	0
13153	5	0	1	1	0
13154	4	0	1	1	0
13155	4	0	0	1	0
13156	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
13157	5	0	1	1	0
13158	5	0	1	1	0
13159	5	0	1	1	0
13160	4	0	0	1	1
13161	4	0	0	1	0
13162	5	0	0	1	0
13163	4	0	0	1	0
13164	5	0	0	1	0
13165	5	0	0	1	0
13166	5	0	0	1	0
13167	5	0	0	1	0
13168	4	0	1	1	0
13169	2	0	1	1	0
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13172	4	1	0	1	0
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13175	5	0	0	1	0
13176	3	0	1	1	0
13177	4	0	0	1	1
13178	5	0	0	1	0
13179	5	0	1	1	0
13180	4	1	0	1	1
13181	5	0	0	1	0
13182	4	1	0	0	0
13183	5	0	1	1	1
13184	4	0	0	1	0
13185	4	0	0	1	0
13186	5	0	1	1	0
13187	5	1	1	1	0
13188	3	0	0	1	0
13189	4	1	1	1	0
13190	5	0	1	1	1
13191	5	0	1	1	1
13192	5	0	1	1	0
13193	4	0	0	0	0
13194	3	0	1	1	0
13195	3	0	0	1	0
13196	5	0	0	1	0
13197	4	0	1	1	0
13198	5	0	0	1	0
13199	5	0	0	1	0
13200	5	0	0	1	1
13201	5	0	1	1	0
13202	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
13203	4	0	.	1	0
13204	4	0	0	1	0
13205	5	0	0	1	0
13206	4	0	0	1	0
13207	5	0	1	1	0
13208	4	0	0	1	0
13209	5	0	0	1	0
13210	4	0	0	1	0
13211	5	0	1	1	0
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13213	5	0	1	1	0
13214	5	0	1	1	0
13215	3	0	1	1	0
13216	5	0	0	1	0
13217	5	0	0	1	0
13218	4	0	1	1	0
13219	5	0	1	1	0
13220	4	0	0	1	0
13221	5	0	0	1	0
13222	4	0	1	1	0
13223	5	0	1	1	0
13224	4	0	0	1	0
13225	5	0	0	1	0
13226	4	0	0	1	0
13227	4	0	1	1	0
13228	5	0	0	1	0
13229	4	0	1	1	0
13230	5	0	0	1	0
13231	5	0	0	1	0
13232	4	0	0	1	0
13233	4	0	1	1	0
13234	5	0	1	1	1
13235	4	0	0	1	0
13236	4	0	0	1	0
13237	3	1	1	1	0
13238	5	0	0	1	0
13239	4	0	0	1	0
13240	4	0	0	1	0
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13243	4	0	1	1	0
13244	5	0	1	1	0
13245	5	0	1	1	1
13246	5	0	1	1	0
13247	5	0	0	1	0
13248	4	0	0	0	0

RandomID	D1	D2	D3	D4	D5
13249	4	0	0	1	0
13250	4	0	0	1	0
13251	5	0	0	1	0
13252	4	0	0	1	0
13253	5	0	1	1	0
13254	5	0	0	1	0
13255	5	0	1	1	0
13256	5	0	1	1	0
13257	4	0	0	1	0
13258	5	0	0	1	0
13259	5	0	0	1	0
13260	5	0	1	0	1
13261	4	0	0	1	0
13262	4	0	0	1	1
13263	5	0	0	1	0
13264	4	0	1	1	0
13265	4	0	0	1	0
13266	5	0	1	1	0
13267	5	0	0	1	0
13268	4	0	0	1	0
13269	5	0	0	1	0
13270	5	0	0	1	0
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13273	4	0	0	1	0
13274	5	0	0	1	0
13275	4	0	1	1	0
13276	5	0	1	1	0
13277	4	0	0	1	0
13278	5	0	1	1	1
13279	5	0	1	1	1
13280	4	0	1	1	1
13281	4	1	1	1	0
13282	5	0	0	1	0
13283	5	0	1	1	0
13284	5	0	0	1	0
13285	5	0	1	1	1
13286	4	0	0	1	0
13287	4	0	0	1	0
13288	3	0	1	1	0
13289	5	0	0	1	0
13290	3	1	1	1	0
13291	4	0	0	1	1
13292	3	0	0	1	1
13293	4	0	0	1	0
13294	5	0	1	0	0

RandomID	D1	D2	D3	D4	D5
13295	4	0	0	1	0
13296	4	0	0	1	0
13297	5	0	0	1	0
13298	4	0	0	1	0
13299	4	0	1	1	0
13300	4	0	1	1	0
13301	4	0	0	1	0
13302	4	0	0	1	0
13303	5	1	0	1	0
13304	5	0	0	1	0
13305	5	0	1	1	0
13306	4	0	1	1	0
13307	5	0	0	1	0
13308	4	0	0	1	0
13309	4	1	1	1	1
13310	5	0	0	1	0
13311	4	0	1	1	0
13312	4	0	1	1	0
13313	5	0	0	1	0
13314	5	0	0	1	0
13315	4	0	1	1	1
13316	4	1	1	1	0
13317	4	0	1	1	0
13318	4	0	0	1	0
13319	4	0	0	1	0
13320	4	1	1	1	1
13321	4	0	0	1	0
13322	4	0	0	1	0
13323	5	0	1	1	0
13324	4	0	0	1	0
13325	4	0	1	1	0
13326	5	1	1	0	0
13327	4	0	1	1	0
13328	4	0	1	1	0
13329	4	1	1	1	0
13330	4	0	0	1	0
13331	5	0	1	1	0
13332	5	0	0	1	1
13333	5	0	1	1	1
13334	5	0	1	1	1
13335	4	0	0	1	0
13336	5	0	0	1	0
13337	5	0	0	1	0
13338	5	0	0	1	0
13339	5	0	1	1	0
13340	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
13341	4	0	1	1	0
13342	5	0	0	1	0
13343	4	0	0	1	0
13344	5	0	0	1	0
13345	4	0	1	0	0
13346	5	0	0	1	0
13347	4	0	0	1	0
13348	4	0	0	1	0
13349	4	0	0	1	0
13350	5	0	0	1	0
13351	5	1	1	1	0
13352	5	1	0	1	0
13353	4	0	0	1	1
13354	4	0	0	1	1
13355	5	0	0	1	0
13356	4	0	1	1	0
13357	4	0	0	1	1
13358	5	0	0	1	0
13359	4	0	0	1	0
13360	5	0	0	1	0
13361	4	0	1	1	0
13362	3	0	0	1	0
13363	4	0	0	1	0
13364	5	0	1	1	0
13365	3	0	1	1	1
13366	5	0	0	1	0
13367	5	0	0	1	0
13368	4	0	0	1	0
13369	4	0	0	0	0
13370	5	0	1	1	0
13371	5	0	1	1	0
13372	5	0	1	1	1
13373	5	0	1	1	0
13374	5	0	1	1	0
13375	5	0	0	1	0
13376	4	0	0	1	0
13377	3	0	0	1	0
13378	5	0	0	1	0
13379	3	0	1	1	0
13380	5	0	0	1	0
13381	4	0	1	1	0
13382	5	0	0	1	0
13383	5	0	1	1	0
13384	3	1	0	1	0
13385	3	0	0	1	0
13386	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
13387	5	0	0	1	0
13388	5	0	1	1	0
13389	5	0	0	1	0
13390	5	0	0	1	0
13391	5	0	0	1	0
13392	4	0	0	1	0
13393	5	0	1	1	0
13394	4	0	0	1	0
13395	5	0	1	1	1
13396	5	0	1	1	0
13397	5	0	0	1	0
13398	5	0	0	1	0
13399	5	0	1	1	0
13400	4	0	0	1	0
13401	5	0	0	1	0
13402	5	0	0	1	0
13403	2	1	1	1	0
13404	5	0	0	1	0
13405	4	0	1	1	0
13406	4	0	0	1	0
13407	5	0	0	1	0
13408	5	0	0	1	0
13409	4	0	0	1	0
13410	4	0	1	1	0
13411	5	0	1	1	1
13412	4	0	1	1	0
13413	4	0	0	1	0
13414	4	0	1	1	0
13415	5	0	1	1	0
13416	4	0	1	1	0
13417	5	0	1	1	0
13418	5	0	0	1	0
13419	5	.	1	1	0
13420	5	0	0	1	0
13421	4	0	0	1	0
13422	4	0	1	1	0
13423	4	0	1	1	0
13424	4	0	1	1	0
13425	4	0	0	1	0
13426	4	0	0	1	1
13427	5	0	0	1	0
13428	4	0	0	0	0
13429	4	0	0	1	0
13430	4	0	0	1	0
13431	5	0	0	1	0
13432	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
13433	4	0	1	1	0
13434	5	0	1	1	0
13435	4	0	1	1	1
13436	5	0	0	1	0
13437	5	0	0	1	0
13438	5	0	0	1	1
13439	4	0	1	1	0
13440	5	0	0	1	0
13441	4	0	1	1	1
13442	5	0	0	1	0
13443	5	0	1	1	1
13444	4	0	0	1	0
13445	5	0	0	1	0
13446	4	0	0	1	0
13447	5	0	0	0	1
13448	5	0	0	1	0
13449	5	0	1	1	0
13450	3	0	1	1	0
13451	5	0	1	1	0
13452	4	0	1	1	0
13453	5	0	1	1	0
13454	3	0	1	1	0
13455	5	0	1	1	0
13456	4	1	0	1	0
13457	4	0	1	1	0
13458	5	0	1	1	1
13459	4	0	0	1	0
13460	4	0	0	1	0
13461	5	0	0	1	1
13462	3	0	1	1	0
13463	5	0	0	1	0
13464	5	0	1	1	0
13465	5	0	1	1	0
13466	5	0	1	1	0
13467	4	0	0	1	0
13468	5	0	0	1	0
13469	5	0	0	1	0
13470	3	1	0	0	0
13471	5	0	0	1	0
13472	4	1	0	1	1
13473	5	0	0	1	0
13474	5	0	0	1	0
13475	5	0	0	1	1
13476	4	0	0	1	1
13477	5	0	0	1	0
13478	4	0	0	0	0

RandomID	D1	D2	D3	D4	D5
13479	5	0	0	1	0
13480	4	0	0	1	0
13481	4	0	0	1	0
13482	3	0	1	1	0
13483	4	0	0	1	0
13484	5	1	0	1	0
13485	4	0	1	1	0
13486	4	0	0	1	0
13487	5	0	1	1	0
13488	4	0	0	1	0
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13490	4	0	1	1	0
13491	5	0	1	1	0
13492	4	1	1	1	0
13493	5	0	0	1	0
13494	4	0	1	1	0
13495	2	0	0	1	0
13496	5	0	0	1	0
13497	5	0	1	1	0
13498	5	0	1	1	0
13499	5	0	0	1	0
13500	5	0	1	1	0
13501	5	0	1	1	0
13502	5	0	0	1	0
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13505	4	0	0	1	0
13506	4	0	0	1	0
13507	5	0	0	1	0
13508	5	0	0	1	0
13509	5	0	0	1	0
13510	5	0	0	0	0
13511	4	0	0	1	0
13512	4	0	1	1	1
13513	4	0	0	1	0
13514	4	0	0	1	0
13515	5	0	0	1	0
13516	5	0	0	1	0
13517	5	0	0	1	0
13518	3	0	1	1	0
13519	4	0	1	1	1
13520	5	0	1	1	1
13521	4	0	0	1	0
13522	5	0	1	1	0
13523	5	0	1	1	1
13524	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
13525	5	0	1	1	0
13526	5	0	0	0	0
13527	4	0	1	1	1
13528	5	0	1	1	0
13529	5	0	0	0	1
13530	3	0	1	1	0
13531	5	1	0	1	1
13532	5	0	0	1	0
13533	5	0	1	1	1
13534	4	0	0	1	0
13535	4	0	0	1	0
13536	4	0	1	1	0
13537	4	0	0	1	1
13538	4	0	1	1	0
13539	5	0	1	1	0
13540	4	0	0	1	0
13541	4	0	0	1	0
13542	5	0	1	1	0
13543	5	0	0	1	1
13544	4	0	0	1	1
13545	5	0	1	1	0
13546	5	0	0	1	0
13547	4	0	1	1	0
13548	5	0	1	1	0
13549	5	0	1	1	1
13550	5	0	0	1	0
13551	4	0	0	1	0
13552	4	1	1	1	1
13553	4	0	1	1	0
13554	4	0	0	1	0
13555	4	0	1	1	1
13556	3	0	1	1	0
13557	5	0	0	1	0
13558	4	0	0	1	0
13559	4	0	0	1	0
13560	3	0	0	1	0
13561	5	0	0	1	0
13562	5	0	0	1	0
13563	4	0	0	0	0
13564	4	0	1	1	0
13565	5	0	0	1	0
13566	4	0	1	1	1
13567	1	0	1	1	1
13568	4	0	0	1	0
13569	5	1	0	1	0
13570	5	1	0	0	0

RandomID	D1	D2	D3	D4	D5
13571	4	0	1	1	0
13572	5	0	0	1	0
13573	4	1	0	1	0
13574	4	1	1	1	1
13575	4	0	0	1	0
13576	4	0	1	1	0
13577	4	0	0	1	0
13578	5	0	1	1	0
13579	5	0	0	1	0
13580	5	1	1	1	0
13581	4	0	0	1	0
13582	5	0	0	1	1
13583	4	0	0	1	0
13584	4	0	1	1	0
13585	4	0	1	0	0
13586	5	1	1	1	0
13587	5	0	0	1	1
13588	5	0	1	0	0
13589	5	0	0	1	1
13590	4	0	0	1	0
13591	4	0	0	1	0
13592	5	0	1	1	0
13593	3	0	1	1	0
13594	5	0	0	1	1
13595	4	0	1	1	1
13596	4	0	1	1	0
13597	5	0	0	1	0
13598	5	0	0	1	1
13599	4	0	0	1	0
13600	5	0	0	1	0
13601	4	0	0	1	0
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13603	4	0	0	1	0
13604	4	0	0	1	0
13605	4	0	1	1	0
13606	4	0	1	1	0
13607	5	0	1	1	0
13608	4	1	1	1	0
13609	5	0	1	1	0
13610	4	0	1	1	0
13611	5	0	0	1	0
13612	5	0	0	1	1
13613	4	0	1	1	0
13614	5	0	0	1	0
13615	4	0	1	1	0
13616	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
13617	4	0	0	1	0
13618	5	0	0	1	0
13619	5	0	0	1	0
13620	4	0	0	1	0
13621	4	0	1	1	0
13622	5	0	0	1	0
13623	5	0	0	1	0
13624	4	0	1	1	0
13625	4	0	1	1	1
13626	4	0	0	1	0
13627	4	0	1	1	1
13628	5	0	0	1	1
13629	5	0	0	1	0
13630	5	0	0	1	0
13631	4	0	0	1	0
13632	5	0	1	1	0
13633	4	0	1	1	0
13634	4	0	0	1	0
13635	4	0	0	1	0
13636	4	0	0	1	0
13637	5	0	1	1	0
13638	5	0	0	1	0
13639	5	0	0	1	0
13640	4	0	1	1	0
13641	4	1	0	1	0
13642	4	0	0	1	0
13643	4	0	1	1	0
13644	5	0	0	1	0
13645	5	0	0	1	0
13646	5	0	0	1	1
13647	5	0	0	1	0
13648	5	0	1	1	0
13649	5	0	1	1	0
13650	3	0	1	1	0
13651	5	0	0	1	0
13652	5	0	1	1	0
13653	4	0	1	1	1
13654	4	1	1	1	1
13655	5	0	1	1	1
13656	5	0	0	1	0
13657	5	0	1	1	0
13658	4	0	0	1	0
13659	5	0	0	1	1
13660	4	0	1	1	0
13661	4	0	1	1	0
13662	4	1	1	1	0

RandomID	D1	D2	D3	D4	D5
13663	5	0	0	1	1
13664	4	0	1	1	1
13665	4	0	0	1	0
13666	4	0	0	1	0
13667	5	0	0	1	0
13668	4	1	1	1	0
13669	4	0	1	1	0
13670	5	0	0	1	0
13671	3	0	0	1	0
13672	4	0	0	1	0
13673	5	1	1	1	0
13674	5	0	0	1	0
13675	5	0	1	1	0
13676	4	0	0	0	0
13677	5	0	0	1	0
13678	5	0	1	1	0
13679	5	0	1	1	0
13680	5	0	1	1	0
13681	4	0	1	1	0
13682	4	0	0	1	0
13683	5	0	1	1	0
13684	5	0	0	1	0
13685	5	1	0	1	0
13686	5	0	1	1	0
13687	4	0	0	1	0
13688	5	0	0	1	0
13689	4	0	1	1	0
13690	4	0	0	1	0
13691	3	0	1	1	1
13692	4	0	1	1	0
13693	4	0	1	1	0
13694	5	0	0	1	0
13695	4	0	1	1	1
13696	3	0	0	1	0
13697	4	0	0	1	0
13698	4	0	0	1	0
13699	4	0	1	1	0
13700	4	0	0	1	1
13701	5	0	0	1	1
13702	5	0	1	1	0
13703	5	0	0	1	0
13704	4	0	0	1	0
13705	4	0	1	1	0
13706	5	0	1	1	0
13707	5	0	0	1	1
13708	5	1	0	1	0

RandomID	D1	D2	D3	D4	D5
13709	5	0	0	1	0
13710	5	0	1	1	0
13711	5	0	0	1	0
13712	5	0	1	1	0
13713	5	0	1	1	0
13714	4	0	1	1	0
13715	5	0	0	1	0
13716	4	0	1	1	0
13717	5	0	1	1	0
13718	4	0	0	1	0
13719	4	0	1	1	0
13720	5	0	1	1	1
13721	5	0	0	1	0
13722	4	1	1	1	0
13723	5	0	0	1	1
13724	4	0	1	1	0
13725	5	0	0	1	0
13726	5	0	0	1	1
13727	5	0	1	1	1
13728	5	0	0	1	0
13729	4	0	0	1	0
13730	5	0	0	1	1
13731	4	0	0	1	0
13732	5	0	1	1	0
13733	5	0	0	1	0
13734	5	0	0	1	1
13735	5	0	0	1	0
13736	5	0	1	1	0
13737	3	0	0	1	0
13738	4	1	1	1	0
13739	5	0	1	1	0
13740	5	0	0	1	0
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13742	5	0	0	1	0
13743	5	0	1	1	0
13744	5	1	0	0	0
13745	4	0	0	1	0
13746	4	0	0	1	0
13747	5	0	0	1	0
13748	4	0	0	1	0
13749	4	0	1	1	1
13750	5	0	1	1	0
13751	5	0	1	1	0
13752	4	0	1	1	0
13753	5	0	0	1	0
13754	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
13755	4	0	0	1	0
13756	5	0	0	1	0
13757	4	0	0	1	0
13758	5	0	1	1	0
13759	5	0	1	1	0
13760	5	0	0	1	0
13761	5	0	0	1	0
13762	5	0	0	1	0
13763	4	0	0	1	0
13764	4	0	1	1	0
13765	5	1	1	1	0
13766	4	0	1	1	1
13767	5	0	0	1	1
13768	5	0	1	1	0
13769	4	0	1	1	0
13770	5	0	1	1	0
13771	5	0	0	1	0
13772	5	0	0	1	0
13773	5	0	0	1	0
13774	5	0	0	1	0
13775	4	0	0	1	0
13776	4	0	0	1	0
13777	5	0	0	1	0
13778	4	0	0	1	1
13779	4	0	1	1	0
13780	5	0	1	1	0
13781	5	0	0	1	0
13782	4	0	1	1	0
13783	5	0	0	1	0
13784	5	0	1	1	0
13785	4	0	0	1	0
13786	4	1	1	1	0
13787	4	0	0	1	0
13788	4	0	1	1	0
13789	5	0	0	1	0
13790	5	0	0	1	1
13791	5	0	0	1	0
13792	5	0	0	1	0
13793	5	0	1	1	0
13794	4	0	1	1	0
13795	5	0	0	1	0
13796	4	.	0	1	1
13797	4	0	0	1	0
13798	4	0	1	1	0
13799	4	0	0	1	0
13800	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
13801	5	0	1	1	0
13802	4	0	0	1	0
13803	4	0	0	0	0
13804	4	0	0	1	0
13805	5	0	0	1	0
13806	5	0	1	1	0
13807	5	0	0	1	0
13808	4	0	0	1	0
13809	5	0	0	1	1
13810	5	0	1	1	1
13811	4	0	1	1	1
13812	4	0	1	1	0
13813	5	1	0	1	0
13814	5	0	1	1	0
13815	4	0	1	1	0
13816	5	0	1	1	0
13817	4	0	1	1	1
13818	3	0	1	1	0
13819	5	1	1	1	0
13820	5	0	1	0	0
13821	5	0	0	1	0
13822	5	1	1	1	0
13823	4	1	1	1	1
13824	5	0	0	1	0
13825	4	0	1	1	1
13826	4	0	0	1	0
13827	5	0	1	1	0
13828	5	1	1	1	0
13829	5	0	1	1	0
13830	4	0	1	1	1
13831	5	1	0	1	0
13832	4	0	1	1	0
13833	5	0	1	1	0
13834	5	1	1	1	0
13835	4	0	1	1	0
13836	4	0	1	1	0
13837	4	0	0	1	0
13838	5	0	0	1	0
13839	5	0	0	1	1
13840	4	0	1	1	1
13841	5	0	0	1	0
13842	5	0	1	1	0
13843	5	0	1	1	0
13844	5	0	0	1	0
13845	4	0	0	1	0
13846	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
13847	4	1	1	1	0
13848	1	1	0	1	0
13849	4	0	1	1	0
13850	4	0	0	1	0
13851	5	0	0	1	0
13852	4	0	0	1	0
13853	3	1	0	1	0
13854	5	0	1	1	0
13855	5	0	1	1	0
13856	5	0	0	1	0
13857	4	0	0	1	0
13858	5	0	0	1	0
13859	4	1	0	1	0
13860	5	0	0	1	0
13861	5	0	0	1	0
13862	5	1	1	1	0
13863	5	0	0	1	0
13864	5	0	0	1	1
13865	5	0	1	1	1
13866	5	0	0	1	0
13867	5	0	0	1	0
13868	5	0	1	1	0
13869	4	0	0	1	0
13870	4	0	1	1	0
13871	5	0	0	1	0
13872	5	0	0	1	0
13873	4	0	1	1	0
13874	4	0	1	1	0
13875	5	0	1	1	0
13876	5	0	1	1	0
13877	5	0	0	1	0
13878	5	0	0	1	0
13879	5	0	1	0	0
13880	5	0	0	1	0
13881	5	0	0	0	0
13882	3	0	1	1	0
13883	4	0	1	1	1
13884	5	0	1	1	1
13885	5	0	0	1	0
13886	5	0	0	1	0
13887	4	0	1	1	0
13888	5	0	0	1	0
13889	4	0	0	1	0
13890	4	0	0	1	0
13891	4	0	0	1	0
13892	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
13893	1	1	1	1	0
13894	5	0	0	1	0
13895	4	0	1	1	0
13896	5	0	0	1	0
13897	5	0	1	1	0
13898	4	0	0	1	0
13899	4	0	1	1	0
13900	4	0	1	1	0
13901	3	0	0	1	0
13902	5	0	1	1	0
13903	4	0	0	1	0
13904	4	0	1	1	0
13905	4	0	1	0	0
13906	5	0	0	1	0
13907	5	0	0	1	0
13908	5	0	0	1	0
13909	4	0	0	1	0
13910	4	0	0	1	0
13911	4	0	1	1	0
13912	3	0	0	1	0
13913	3	0	0	1	0
13914	4	0	1	1	0
13915	5	0	0	1	0
13916	5	0	1	1	1
13917	5	0	0	1	0
13918	5	0	0	1	0
13919	5	0	1	1	1
13920	5	0	0	1	0
13921	5	0	1	1	0
13922	4	0	0	1	0
13923	4	0	1	1	1
13924	5	0	0	1	0
13925	4	0	1	1	0
13926	4	0	0	1	0
13927	4	1	1	1	0
13928	4	0	1	1	0
13929	5	0	.	1	1
13930	4	0	0	1	0
13931	4	1	0	1	0
13932	4	0	0	1	0
13933	4	0	0	1	0
13934	5	0	1	1	0
13935	4	0	0	1	0
13936	5	0	1	1	0
13937	4	0	0	1	0
13938	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
13939	5	0	1	1	0
13940	3	1	1	1	0
13941	5	0	1	1	0
13942	4	0	0	1	0
13943	4	1	0	1	0
13944	4	0	1	1	0
13945	4	0	1	1	0
13946	4	1	1	1	0
13947	4	0	0	1	0
13948	5	0	0	1	0
13949	5	0	0	1	1
13950	4	0	0	1	0
13951	4	0	0	1	0
13952	5	0	1	0	0
13953	5	0	0	1	0
13954	5	0	0	1	0
13955	4	0	0	1	0
13956	4	0	1	1	1
13957	4	0	0	1	0
13958	5	0	1	1	0
13959	4	0	0	1	0
13960	4	0	0	0	0
13961	3	0	1	1	0
13962	5	0	1	1	0
13963	4	0	0	1	0
13964	4	0	1	1	0
13965	5	0	0	1	0
13966	2	0	1	1	0
13967	5	1	1	1	0
13968	5	1	1	1	0
13969	5	1	1	1	0
13970	4	0	0	1	0
13971	4	1	1	1	0
13972	5	1	1	1	0
13973	4	0	1	1	0
13974	5	0	1	1	0
13975	5	0	0	1	0
13976	4	0	0	1	0
13977	5	0	1	1	0
13978	4	1	1	1	0
13979	5	0	0	1	0
13980	5	0	0	1	0
13981	4	0	0	1	1
13982	5	1	0	1	0
13983	3	0	0	1	0
13984	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
13985	4	0	1	1	0
13986	5	0	1	1	0
13987	5	0	1	1	0
13988	4	0	1	1	0
13989	5	0	1	1	0
13990	5	0	1	1	1
13991	5	0	0	1	0
13992	4	0	0	1	0
13993	4	0	0	0	1
13994	4	0	1	1	1
13995	5	1	0	1	0
13996	5	0	1	1	1
13997	4	0	1	1	0
13998	4	1	0	1	0
13999	5	0	1	1	0
14000	5	0	1	1	0
14001	5	0	1	1	0
14002	3	0	0	1	0
14003	4	0	1	1	0
14004	4	0	0	1	0
14005	3	0	0	1	0
14006	5	0	0	1	0
14007	4	0	0	1	0
14008	5	0	1	1	1
14009	5	0	0	1	0
14010	5	0	0	1	0
14011	5	0	1	1	0
14012	4	0	1	1	0
14013	5	0	0	1	0
14014	4	0	1	1	0
14015	4	1	1	0	0
14016	4	0	1	1	0
14017	5	0	1	1	1
14018	4	0	0	1	0
14019	4	0	0	1	0
14020	5	0	0	1	0
14021	5	0	0	1	0
14022	5	0	0	1	0
14023	3	0	1	1	0
14024	5	0	1	1	0
14025	4	0	0	1	0
14026	3	0	0	1	1
14027	5	0	0	1	0
14028	4	0	0	1	0
14029	5	0	0	1	0
14030	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
14031	5	0	1	1	0
14032	5	0	1	1	0
14033	5	0	0	0	0
14034	4	0	1	1	0
14035	5	0	0	1	0
14036	5	0	1	1	0
14037	4	0	0	1	0
14038	5	0	0	1	0
14039	5	0	0	1	0
14040	4	0	1	1	1
14041	5	0	1	1	1
14042	5	0	1	0	0
14043	5	0	1	1	0
14044	4	0	1	1	0
14045	5	0	0	0	0
14046	4	0	1	1	0
14047	5	0	1	1	1
14048	5	0	1	1	1
14049	4	0	1	1	0
14050	4	0	0	1	1
14051	4	0	1	1	0
14052	4	0	1	1	1
14053	4	0	0	1	0
14054	4	0	0	1	0
14055	5	0	0	1	0
14056	5	0	0	1	0
14057	4	0	1	1	0
14058	5	0	1	1	0
14059	5	0	1	1	0
14060	5	0	0	1	1
14061	4	0	0	1	0
14062	5	0	1	1	0
14063	4	0	0	1	0
14064	5	0	1	1	0
14065	4	0	1	1	0
14066	5	1	1	0	0
14067	5	0	1	1	0
14068	3	0	0	1	0
14069	4	0	0	1	0
14070	5	0	0	1	1
14071	4	0	1	1	0
14072	5	0	0	1	0
14073	5	0	0	1	0
14074	5	0	0	1	1
14075	4	0	0	1	0
14076	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
14077	5	0	1	1	0
14078	4	0	0	1	0
14079	5	0	1	1	0
14080	5	0	1	1	0
14081	5	0	0	1	0
14082	5	0	0	1	0
14083	4	0	1	1	0
14084	5	0	0	1	0
14085	4	0	1	1	0
14086	5	0	1	0	1
14087	5	0	1	1	0
14088	5	0	1	1	0
14089	4	0	1	1	1
14090	5	0	0	1	0
14091	5	0	0	1	0
14092	5	0	1	1	0
14093	4	0	1	1	0
14094	4	0	1	1	0
14095	4	1	1	1	0
14096	5	0	0	1	0
14097	5	0	0	1	0
14098	5	0	0	1	0
14099	4	0	0	1	0
14100	4	0	0	1	1
14101	5	0	1	1	0
14102	4	0	0	1	0
14103	5	0	1	1	0
14104	4	0	1	1	0
14105	4	0	0	1	0
14106	4	0	0	1	0
14107	4	0	1	1	0
14108	5	0	0	1	0
14109	5	0	0	1	0
14110	5	0	0	1	0
14111	5	0	1	1	0
14112	5	0	1	1	0
14113	4	0	1	1	0
14114	5	0	0	1	0
14115	4	0	0	1	1
14116	4	0	0	1	0
14117	5	0	1	1	0
14118	5	0	0	1	0
14119	5	0	1	1	1
14120	3	1	0	1	0
14121	5	0	0	1	0
14122	5	1	1	1	1

RandomID	D1	D2	D3	D4	D5
14123	5	0	1	1	0
14124	5	0	1	1	0
14125	5	0	1	0	0
14126	5	0	1	1	0
14127	5	0	1	1	0
14128	5	0	0	1	0
14129	4	1	0	1	0
14130	5	0	1	1	0
14131	5	0	0	1	0
14132	4	0	1	1	0
14133	3	0	0	1	0
14134	4	0	0	1	0
14135	4	0	0	1	0
14136	4	0	1	1	0
14137	5	0	0	1	0
14138	4	0	1	1	0
14139	5	0	1	1	1
14140	4	0	0	1	0
14141	5	1	0	1	0
14142	4	0	0	1	0
14143	5	0	1	1	0
14144	3	0	1	1	0
14145	4	1	0	1	0
14146	4	0	0	1	0
14147	4	0	1	1	0
14148	3	0	0	1	0
14149	4	0	1	1	0
14150	5	0	0	1	0
14151	4	0	1	1	0
14152	5	0	1	1	0
14153	4	0	0	1	1
14154	4	0	.	1	0
14155	5	0	0	1	0
14156	5	0	1	1	0
14157	5	0	0	1	0
14158	5	0	1	1	0
14159	4	1	1	1	0
14160	5	0	0	1	0
14161	4	0	1	1	0
14162	4	0	1	1	0
14163	5	0	0	1	0
14164	5	0	0	1	0
14165	5	0	0	1	0
14166	5	1	1	0	0
14167	5	0	0	1	0
14168	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
14169	5	0	1	1	1
14170	5	0	1	1	0
14171	3	1	1	1	0
14172	5	0	0	1	0
14173	5	0	0	1	0
14174	4	0	0	1	0
14175	5	0	0	1	0
14176	4	0	0	1	0
14177	4	0	1	1	0
14178	3	1	1	1	0
14179	4	0	0	1	0
14180	5	0	1	1	0
14181	5	0	0	1	0
14182	4	0	0	1	0
14183	5	0	0	1	0
14184	4	0	1	1	0
14185	4	0	0	1	0
14186	5	0	0	1	0
14187	4	1	0	1	1
14188	4	0	1	1	0
14189	5	0	1	1	0
14190	4	0	0	1	0
14191	5	0	0	1	0
14192	4	0	0	1	0
14193	5	0	0	1	0
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14195	5	0	1	1	0
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14197	5	0	0	0	0
14198	5	0	0	1	0
14199	5	0	0	1	0
14200	5	0	0	1	0
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14202	4	0	0	1	0
14203	4	1	0	1	0
14204	5	0	1	1	0
14205	5	0	1	1	0
14206	4	0	0	1	0
14207	5	0	1	1	0
14208	5	0	0	1	0
14209	4	0	1	1	0
14210	4	0	0	1	0
14211	5	0	0	1	0
14212	5	0	1	1	0
14213	4	0	0	1	0
14214	3	0	1	0	0

RandomID	D1	D2	D3	D4	D5
14215	5	0	1	1	0
14216	5	0	1	1	0
14217	4	1	1	1	0
14218	5	0	1	1	0
14219	5	0	1	1	0
14220	4	0	0	1	0
14221	4	0	0	1	0
14222	4	0	1	0	0
14223	5	1	0	1	0
14224	4	0	0	1	0
14225	4	0	1	1	1
14226	4	0	1	1	0
14227	4	0	0	1	0
14228	5	0	0	1	0
14229	5	0	0	1	0
14230	5	0	0	1	0
14231	5	0	0	1	0
14232	4	0	1	1	1
14233	4	0	0	1	0
14234	3	0	0	1	1
14235	3	0	1	1	0
14236	4	0	0	1	0
14237	5	0	0	1	0
14238	5	0	0	1	0
14239	4	0	0	1	0
14240	5	0	1	1	0
14241	3	0	0	1	0
14242	5	0	0	1	0
14243	5	0	0	1	0
14244	5	0	1	1	1
14245	5	0	1	1	0
14246	5	0	0	1	0
14247	4	0	0	1	0
14248	5	0	1	1	0
14249	5	0	0	1	0
14250	5	0	0	1	0
14251	5	0	1	0	0
14252	5	0	1	1	0
14253	4	1	1	1	1
14254	4	0	1	1	1
14255	5	0	0	1	0
14256	4	0	0	1	0
14257	5	1	1	1	0
14258	4	0	0	1	0
14259	3	0	0	1	0
14260	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
14261	4	0	0	1	0
14262	5	1	1	1	0
14263	4	0	0	1	0
14264	5	0	1	1	0
14265	5	0	0	1	0
14266	4	0	1	1	1
14267	5	0	0	1	0
14268	4	0	0	1	0
14269	4	0	1	1	0
14270	3	0	1	1	0
14271	4	0	0	1	1
14272	5	0	0	1	0
14273	5	0	0	1	1
14274	4	0	0	1	0
14275	5	0	1	1	0
14276	4	0	1	1	0
14277	5	0	0	1	0
14278	4	0	0	1	0
14279	5	0	0	1	0
14280	5	0	0	1	0
14281	5	0	0	0	0
14282	5	0	0	1	0
14283	5	0	0	1	0
14284	5	0	0	1	0
14285	5	0	0	1	0
14286	5	1	0	1	0
14287	5	0	0	1	0
14288	3	1	1	1	0
14289	5	0	0	1	0
14290	4	0	0	1	0
14291	5	0	1	1	0
14292	5	0	1	1	0
14293	5	0	0	1	0
14294	5	0	0	1	0
14295	5	0	1	1	0
14296	5	0	1	0	0
14297	4	0	0	1	0
14298	3	1	1	1	0
14299	4	0	0	1	0
14300	5	0	1	1	0
14301	5	0	0	1	0
14302	5	0	1	1	0
14303	5	0	1	1	1
14304	4	0	1	1	1
14305	4	0	1	1	1
14306	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
14307	5	0	1	1	0
14308	4	0	0	1	0
14309	5	0	0	1	0
14310	5	0	0	1	0
14311	4	0	.	1	0
14312	5	0	1	1	0
14313	5	0	0	1	0
14314	5	0	0	1	0
14315	5	0	0	1	0
14316	5	0	0	1	0
14317	5	0	0	1	0
14318	5	0	0	1	0
14319	4	0	1	1	0
14320	4	0	0	1	0
14321	4	0	0	1	0
14322	3	0	0	1	0
14323	5	0	1	1	0
14324	4	0	0	1	0
14325	4	0	1	1	0
14326	4	1	1	1	0
14327	5	0	0	1	0
14328	3	0	0	1	0
14329	5	0	0	1	0
14330	3	0	0	1	0
14331	4	0	0	1	1
14332	5	0	0	1	0
14333	4	0	1	1	0
14334	3	0	0	1	0
14335	4	0	1	1	0
14336	5	0	0	1	1
14337	5	0	1	1	0
14338	4	0	1	1	0
14339	5	0	0	1	0
14340	4	0	1	1	1
14341	5	0	0	1	0
14342	4	0	1	1	0
14343	5	0	1	1	0
14344	4	1	1	1	1
14345	5	0	0	1	0
14346	5	0	0	1	0
14347	5	0	0	1	0
14348	5	0	1	1	1
14349	5	0	0	1	0
14350	5	0	1	1	0
14351	4	0	0	1	0
14352	5	1	0	1	1

RandomID	D1	D2	D3	D4	D5
14353	5	0	1	1	0
14354	4	0	0	1	0
14355	5	0	1	1	0
14356	4	0	1	1	0
14357	5	1	1	1	0
14358	4	0	0	1	0
14359	4	1	1	1	1
14360	5	0	0	1	0
14361	5	0	0	1	0
14362	4	0	0	1	0
14363	5	0	0	1	0
14364	4	0	0	0	0
14365	5	0	0	1	0
14366	5	0	0	1	0
14367	4	0	0	1	0
14368	4	0	0	1	0
14369	5	0	1	1	0
14370	4	0	1	1	0
14371	5	0	0	1	0
14372	5	0	0	1	0
14373	4	1	1	1	0
14374	4	0	1	1	0
14375	5	0	1	0	1
14376	5	0	0	1	0
14377	5	0	0	1	0
14378	3	0	1	1	0
14379	5	0	1	1	0
14380	5	0	1	1	0
14381	4	0	1	1	0
14382	4	0	1	1	0
14383	4	0	1	1	1
14384	4	0	0	1	0
14385	4	0	0	1	0
14386	5	0	1	1	0
14387	5	0	1	1	0
14388	3	0	1	1	0
14389	4	0	0	1	0
14390	5	0	0	1	0
14391	5	0	0	1	0
14392	5	0	0	1	0
14393	4	0	1	1	0
14394	3	1	1	1	1
14395	5	0	1	1	0
14396	4	0	1	1	1
14397	4	0	1	1	0
14398	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
14399	3	0	0	1	0
14400	5	0	0	1	0
14401	4	0	0	1	0
14402	4	0	1	1	1
14403	5	0	0	1	0
14404	5	0	0	0	0
14405	5	0	0	1	0
14406	4	0	1	1	1
14407	5	0	1	1	0
14408	5	1	0	1	0
14409	4	0	0	1	0
14410	4	0	1	1	0
14411	5	0	0	1	0
14412	4	0	1	1	0
14413	5	0	0	1	0
14414	5	0	0	1	0
14415	5	0	1	1	1
14416	5	1	0	1	0
14417	4	0	1	1	0
14418	3	1	1	1	1
14419	5	0	1	1	0
14420	5	0	1	1	0
14421	5	0	1	0	0
14422	4	0	0	1	0
14423	5	0	1	1	0
14424	4	0	1	1	0
14425	5	0	0	1	0
14426	4	0	1	1	0
14427	5	0	1	1	0
14428	4	0	0	1	0
14429	4	0	1	1	0
14430	5	0	0	1	0
14431	5	0	0	1	0
14432	4	0	1	1	0
14433	4	0	1	1	0
14434	5	0	1	1	1
14435	5	0	0	1	1
14436	4	0	0	1	0
14437	4	1	1	1	1
14438	5	0	0	1	0
14439	5	0	0	1	0
14440	4	0	1	1	0
14441	4	0	1	1	0
14442	3	0	1	1	0
14443	4	1	1	1	0
14444	4	1	1	1	0

RandomID	D1	D2	D3	D4	D5
14445	4	0	0	1	0
14446	5	0	1	1	0
14447	5	0	1	1	0
14448	5	0	0	1	0
14449	5	0	1	1	1
14450	5	0	1	1	0
14451	5	0	0	1	0
14452	5	0	0	1	0
14453	4	0	1	1	1
14454	4	0	0	1	0
14455	5	0	0	1	0
14456	4	0	1	1	0
14457	5	0	1	1	0
14458	4	0	1	1	0
14459	5	0	0	1	0
14460	5	0	1	1	0
14461	4	0	0	1	0
14462	5	0	1	1	0
14463	5	0	0	1	0
14464	4	0	1	1	1
14465	3	0	0	1	1
14466	5	0	0	1	0
14467	4	0	0	1	0
14468	4	0	0	1	0
14469	5	0	1	0	1
14470	5	0	0	1	1
14471	5	1	1	1	0
14472	4	0	1	1	0
14473	5	0	0	1	0
14474	5	0	0	1	0
14475	5	0	0	1	0
14476	5	0	0	1	0
14477	5	0	1	1	0
14478	5	0	1	1	0
14479	4	0	1	1	0
14480	5	0	0	1	0
14481	5	0	0	1	0
14482	5	0	0	1	0
14483	5	0	0	0	0
14484	5	0	0	1	0
14485	5	0	0	1	0
14486	3	1	0	1	0
14487	5	0	0	1	0
14488	5	0	0	1	1
14489	5	0	0	1	0
14490	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
14491	3	1	1	1	0
14492	3	0	0	1	0
14493	5	0	0	1	0
14494	1	0	0	1	0
14495	4	0	0	1	0
14496	4	0	0	1	0
14497	4	0	1	1	0
14498	4	0	0	1	0
14499	4	1	0	1	0
14500	5	0	0	1	0
14501	4	0	0	1	0
14502	5	0	0	1	0
14503	5	0	0	1	0
14504	4	0	0	1	0
14505	4	0	0	1	0
14506	4	0	0	1	0
14507	5	0	0	1	0
14508	4	0	0	1	0
14509	4	1	1	1	0
14510	4	1	1	1	0
14511	4	0	1	1	0
14512	5	0	0	1	0
14513	4	0	1	1	0
14514	4	0	1	1	1
14515	4	0	1	1	0
14516	3	0	1	1	0
14517	5	0	0	1	0
14518	4	0	0	1	1
14519	5	0	1	1	1
14520	3	0	0	1	0
14521	4	0	0	1	0
14522	5	1	0	1	0
14523	4	1	0	1	0
14524	4	1	0	1	1
14525	5	0	1	1	1
14526	4	0	0	1	1
14527	5	0	0	1	0
14528	4	0	.	1	0
14529	4	0	0	1	0
14530	4	0	0	1	0
14531	5	0	1	1	0
14532	4	0	0	1	0
14533	5	0	0	1	0
14534	4	0	1	1	0
14535	4	0	1	1	0
14536	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
14537	5	0	1	1	0
14538	5	0	1	1	0
14539	5	0	1	1	0
14540	5	0	0	1	0
14541	5	0	0	1	0
14542	5	0	1	1	0
14543	3	0	0	0	0
14544	5	0	1	1	0
14545	5	1	1	1	0
14546	5	0	1	1	0
14547	5	0	1	1	1
14548	4	0	0	0	0
14549	5	0	1	1	0
14550	5	0	1	1	0
14551	3	0	1	1	0
14552	5	0	1	1	0
14553	4	0	1	1	0
14554	5	0	0	0	0
14555	5	0	0	1	0
14556	4	0	0	1	0
14557	4	0	0	1	0
14558	4	0	1	0	0
14559	4	0	1	1	0
14560	4	0	1	1	0
14561	4	1	1	1	0
14562	4	0	1	1	0
14563	5	0	0	1	0
14564	5	0	0	1	0
14565	4	0	1	1	1
14566	3	0	0	1	0
14567	5	0	1	1	0
14568	3	0	0	1	0
14569	5	0	0	1	0
14570	3	0	0	1	0
14571	5	0	1	1	0
14572	5	0	1	1	0
14573	4	0	0	1	0
14574	4	0	0	1	1
14575	5	0	1	1	0
14576	5	0	1	1	0
14577	4	1	0	1	0
14578	5	0	1	1	0
14579	5	0	0	1	0
14580	3	0	0	1	0
14581	5	0	0	1	0
14582	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
14583	4	1	1	1	1
14584	4	0	1	1	1
14585	4	0	0	1	0
14586	5	0	1	1	1
14587	5	0	0	1	0
14588	5	0	0	1	0
14589	5	0	1	1	0
14590	4	0	0	1	0
14591	2	0	1	1	0
14592	5	1	0	1	0
14593	3	1	1	1	0
14594	5	0	1	1	0
14595	4	0	1	1	0
14596	5	0	1	1	0
14597	4	0	0	1	0
14598	5	0	0	1	0
14599	5	0	0	0	1
14600	5	0	1	1	0
14601	5	0	0	1	0
14602	5	0	0	1	1
14603	5	0	0	1	0
14604	3	0	0	1	0
14605	5	1	0	1	0
14606	5	0	0	1	0
14607	5	0	0	1	0
14608	5	0	0	1	0
14609	4	0	1	1	0
14610	4	0	1	1	0
14611	5	0	0	0	0
14612	5	0	0	1	0
14613	4	0	0	1	0
14614	4	0	1	1	1
14615	5	0	0	1	1
14616	3	0	1	1	1
14617	5	0	1	1	0
14618	4	0	1	1	0
14619	5	0	0	1	0
14620	3	1	1	1	0
14621	4	1	0	1	0
14622	5	0	0	1	0
14623	4	0	0	1	0
14624	5	0	1	1	1
14625	4	0	1	1	0
14626	4	0	1	1	0
14627	3	0	1	1	0
14628	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
14629	5	0	0	1	0
14630	5	0	0	1	0
14631	5	0	0	1	1
14632	4	0	1	1	0
14633	5	0	0	1	0
14634	5	0	0	1	0
14635	4	0	1	1	0
14636	5	0	0	1	1
14637	5	0	0	1	0
14638	5	0	1	1	0
14639	3	0	0	1	1
14640	5	1	1	1	0
14641	4	1	1	1	0
14642	5	0	1	1	0
14643	5	0	0	1	0
14644	4	0	0	1	0
14645	4	0	0	1	0
14646	4	0	0	1	0
14647	4	0	1	1	1
14648	5	0	0	1	0
14649	4	0	1	1	0
14650	5	0	0	1	0
14651	4	0	0	1	0
14652	5	0	1	1	0
14653	5	0	0	1	0
14654	4	0	1	1	0
14655	5	0	1	1	0
14656	3	1	1	1	0
14657	5	0	0	1	0
14658	3	0	1	1	0
14659	4	0	0	1	0
14660	5	0	0	1	0
14661	5	0	0	1	0
14662	4	0	1	1	0
14663	4	0	0	1	0
14664	4	0	1	0	0
14665	4	0	0	1	0
14666	3	0	0	1	0
14667	5	1	1	1	0
14668	5	0	0	1	0
14669	5	0	1	1	1
14670	5	0	1	1	0
14671	5	0	1	1	0
14672	5	0	0	1	1
14673	4	0	0	1	0
14674	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
14675	5	0	1	1	0
14676	4	0	1	1	1
14677	5	0	1	1	0
14678	4	0	1	1	0
14679	5	0	1	1	0
14680	5	0	0	1	0
14681	5	0	1	1	1
14682	5	0	0	1	0
14683	4	0	0	1	0
14684	4	0	0	1	0
14685	5	0	0	1	0
14686	2	0	0	1	0
14687	5	0	0	1	0
14688	4	0	0	1	0
14689	4	0	0	1	0
14690	5	0	0	1	0
14691	5	1	1	1	0
14692	4	0	1	1	0
14693	4	0	1	1	1
14694	4	0	0	1	0
14695	5	0	0	1	0
14696	5	0	1	1	0
14697	3	0	0	1	0
14698	5	0	0	1	0
14699	5	0	1	1	0
14700	5	0	1	1	0
14701	5	0	1	1	0
14702	3	0	1	1	0
14703	5	0	0	1	0
14704	5	0	1	1	1
14705	5	0	0	1	0
14706	5	0	0	1	0
14707	4	0	1	1	0
14708	4	0	1	1	0
14709	3	0	1	1	0
14710	4	0	0	1	0
14711	5	0	1	1	0
14712	4	0	1	1	0
14713	3	0	0	1	0
14714	5	0	0	1	0
14715	5	0	0	1	0
14716	4	0	1	1	1
14717	5	0	0	1	0
14718	4	0	1	1	0
14719	4	0	1	1	1
14720	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
14721	4	1	0	1	0
14722	4	0	0	1	1
14723	4	0	1	1	0
14724	5	0	1	1	0
14725	5	0	0	1	0
14726	5	0	0	1	0
14727	3	0	1	1	1
14728	5	0	1	1	0
14729	5	0	0	1	0
14730	5	0	1	1	0
14731	4	0	0	1	0
14732	5	1	0	1	0
14733	5	0	0	1	0
14734	3	0	1	1	1
14735	5	0	0	1	0
14736	5	0	0	1	1
14737	5	0	1	1	1
14738	4	0	1	1	0
14739	4	0	0	1	1
14740	4	0	0	1	0
14741	3	0	1	1	0
14742	5	0	1	1	0
14743	5	0	1	1	0
14744	4	0	0	1	0
14745	4	0	0	1	0
14746	5	0	1	1	1
14747	5	0	1	1	0
14748	3	1	1	1	0
14749	5	0	1	1	0
14750	5	0	0	1	0
14751	5	0	1	1	0
14752	5	0	0	1	0
14753	5	0	0	1	0
14754	4	1	1	0	0
14755	5	0	1	1	0
14756	5	0	0	1	1
14757	5	0	1	1	0
14758	3	0	1	1	0
14759	3	0	1	1	1
14760	4	1	0	1	0
14761	5	0	0	1	0
14762	5	0	0	1	0
14763	3	0	0	1	1
14764	5	0	0	1	0
14765	5	0	0	1	0
14766	5	0	0	0	0

RandomID	D1	D2	D3	D4	D5
14767	4	1	0	1	0
14768	3	0	1	1	0
14769	5	0	0	1	0
14770	5	0	0	1	0
14771	5	0	0	1	0
14772	3	0	1	1	0
14773	4	0	0	1	0
14774	4	0	1	1	0
14775	5	0	0	1	0
14776	4	0	1	1	0
14777	5	0	1	1	0
14778	5	0	0	1	0
14779	5	0	1	1	0
14780	4	0	1	1	0
14781	4	0	1	1	0
14782	5	0	0	1	0
14783	5	0	1	1	0
14784	4	1	1	1	0
14785	5	0	0	1	0
14786	5	0	0	1	0
14787	5	1	1	1	0
14788	4	0	0	1	0
14789	5	0	1	1	0
14790	3	0	1	1	0
14791	3	0	0	1	0
14792	3	0	0	1	0
14793	5	0	0	1	0
14794	5	0	1	1	1
14795	5	0	1	1	0
14796	4	0	0	1	0
14797	5	0	0	1	0
14798	5	0	0	1	0
14799	5	0	1	1	0
14800	4	0	0	1	0
14801	4	0	0	1	0
14802	5	0	0	1	0
14803	5	0	0	1	0
14804	4	0	1	1	0
14805	4	0	1	1	0
14806	5	0	0	1	0
14807	5	0	0	1	0
14808	5	0	0	1	0
14809	5	0	0	1	0
14810	4	0	0	1	0
14811	4	1	0	1	0
14812	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
14813	5	0	0	1	0
14814	5	0	0	1	0
14815	5	0	0	1	0
14816	5	0	1	1	0
14817	3	0	1	1	0
14818	4	0	1	1	0
14819	4	0	0	1	0
14820	5	0	1	1	0
14821	5	0	0	1	0
14822	5	0	0	1	0
14823	4	0	0	1	0
14824	5	0	0	0	0
14825	4	0	1	1	0
14826	5	0	0	1	0
14827	5	0	1	1	0
14828	5	0	1	1	0
14829	4	0	1	1	1
14830	4	0	1	0	0
14831	5	0	1	1	0
14832	4	0	0	1	0
14833	4	0	1	1	0
14834	5	0	0	1	0
14835	5	0	1	1	0
14836	5	0	0	1	0
14837	4	0	0	1	0
14838	4	0	1	1	0
14839	4	0	0	1	0
14840	4	1	0	1	1
14841	5	0	1	1	1
14842	5	0	0	1	0
14843	4	0	0	1	0
14844	3	0	1	1	0
14845	3	1	1	1	0
14846	4	0	0	1	0
14847	3	0	1	1	0
14848	4	0	1	1	0
14849	5	0	0	1	0
14850	5	0	1	0	1
14851	5	1	1	1	0
14852	.	0	1	1	0
14853	4	0	0	1	0
14854	5	0	0	1	0
14855	4	0	1	1	0
14856	5	0	0	1	0
14857	5	0	1	1	0
14858	4	0	1	0	1

RandomID	D1	D2	D3	D4	D5
14859	4	1	1	0	0
14860	4	0	1	1	0
14861	5	0	1	1	0
14862	5	0	0	1	0
14863	5	0	1	1	0
14864	4	0	0	1	0
14865	5	0	0	1	0
14866	5	0	1	1	0
14867	5	0	0	1	0
14868	3	0	0	1	0
14869	5	0	0	1	0
14870	3	0	1	1	0
14871	5	0	1	1	0
14872	3	1	0	1	1
14873	4	0	0	1	0
14874	5	0	0	1	0
14875	5	0	0	1	0
14876	4	1	1	1	0
14877	4	0	0	1	0
14878	3	0	0	1	0
14879	3	0	0	1	1
14880	5	0	1	1	1
14881	4	0	0	1	0
14882	4	0	0	1	0
14883	4	0	0	1	0
14884	4	0	0	1	0
14885	4	0	1	1	0
14886	4	.	0	1	0
14887	4	0	0	1	0
14888	5	0	1	1	1
14889	5	0	0	0	0
14890	3	1	1	1	1
14891	4	0	0	1	0
14892	3	0	1	1	1
14893	5	0	0	0	0
14894	4	0	0	1	0
14895	3	0	1	1	0
14896	4	0	0	0	0
14897	5	0	0	1	0
14898	4	0	1	1	0
14899	5	1	1	1	0
14900	4	0	0	1	0
14901	4	0	1	1	0
14902	5	0	0	1	0
14903	5	0	0	1	0
14904	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
14905	5	0	1	1	0
14906	5	0	0	1	0
14907	5	0	0	1	1
14908	5	0	1	1	1
14909	4	1	0	1	0
14910	5	0	1	1	0
14911	3	0	1	1	0
14912	4	0	1	1	0
14913	5	0	0	1	0
14914	5	0	0	1	0
14915	5	0	0	1	0
14916	2	0	1	1	0
14917	5	0	1	1	1
14918	5	0	1	1	0
14919	5	0	1	1	0
14920	5	0	1	1	0
14921	3	1	1	1	1
14922	5	0	1	1	1
14923	5	0	0	1	0
14924	5	0	0	1	1
14925	5	0	0	1	0
14926	5	0	1	1	0
14927	5	0	0	1	0
14928	4	0	1	1	0
14929	4	1	1	1	0
14930	4	0	1	1	0
14931	4	0	0	1	0
14932	4	0	0	1	0
14933	5	0	1	1	0
14934	5	0	1	1	0
14935	5	0	1	1	0
14936	4	1	0	1	0
14937	5	0	0	1	0
14938	5	0	1	1	0
14939	3	1	0	1	0
14940	4	0	1	1	1
14941	5	0	0	1	0
14942	5	0	1	1	0
14943	3	0	1	1	0
14944	5	0	0	1	0
14945	4	0	0	1	1
14946	5	1	1	1	0
14947	4	0	0	1	0
14948	4	0	0	1	0
14949	5	1	1	1	1
14950	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
14951	4	1	0	1	0
14952	5	1	1	1	0
14953	5	0	1	0	0
14954	5	0	0	1	1
14955	5	0	1	1	0
14956	4	0	0	1	0
14957	5	0	.	1	0
14958	5	0	0	1	0
14959	5	0	1	1	0
14960	5	0	0	1	0
14961	4	0	1	1	0
14962	4	0	0	1	0
14963	5	0	1	1	0
14964	4	0	0	1	1
14965	4	0	1	1	0
14966	.	.	.	.	.
14967	5	0	1	1	0
14968	5	0	1	1	0
14969	5	0	1	1	0
14970	5	0	0	1	0
14971	5	0	0	1	1
14972	4	0	1	1	0
14973	5	0	0	1	0
14974	5	0	0	1	0
14975	5	0	0	1	0
14976	4	0	0	1	0
14977	4	0	0	1	0
14978	5	0	0	1	0
14979	4	0	0	1	0
14980	5	0	0	1	0
14981	4	0	0	1	0
14982	3	0	1	1	0
14983	5	0	0	1	0
14984	5	0	0	0	0
14985	5	0	0	1	1
14986	5	0	0	1	0
14987	4	0	0	1	0
14988	5	0	1	1	0
14989	4	1	0	1	0
14990	5	0	1	1	0
14991	4	0	0	1	0
14992	3	0	0	1	0
14993	5	0	0	1	0
14994	5	0	1	1	0
14995	4	0	1	1	0
14996	4	1	0	1	0

RandomID	D1	D2	D3	D4	D5
14997	4	0	0	1	0
14998	4	1	1	1	0
14999	5	0	0	1	0
15000	5	0	1	1	0
15001	4	0	0	1	0
15002	5	0	0	1	0
15003	4	0	1	1	0
15004	4	0	1	1	0
15005	5	0	0	1	0
15006	4	1	0	1	0
15007	5	0	0	0	0
15008	5	0	0	1	0
15009	5	0	0	1	0
15010	5	0	0	1	1
15011	4	0	0	1	0
15012	4	0	0	1	0
15013	4	0	1	1	0
15014	5	0	0	1	0
15015	5	0	0	1	0
15016	4	0	0	1	0
15017	5	0	1	1	1
15018	4	0	1	1	0
15019	4	0	1	1	0
15020	5	0	0	1	0
15021	5	0	0	1	0
15022	5	0	1	1	0
15023	5	0	0	1	0
15024	4	0	1	1	0
15025	4	0	0	1	0
15026	5	0	1	1	0
15027	4	0	1	1	0
15028	5	0	0	1	0
15029	3	0	0	1	0
15030	5	0	0	1	0
15031	5	0	0	1	0
15032	4	0	0	1	1
15033	5	0	1	1	1
15034	5	0	0	1	0
15035	4	0	0	1	0
15036	5	0	0	1	0
15037	5	0	1	1	1
15038	5	0	1	1	0
15039	5	0	1	1	0
15040	4	0	1	1	0
15041	4	0	1	1	1
15042	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
15043	4	0	1	1	1
15044	5	0	0	1	0
15045	5	0	0	1	1
15046	4	0	0	1	0
15047	5	0	1	1	1
15048	5	0	0	1	0
15049	4	0	1	1	0
15050	5	0	0	0	0
15051	5	0	0	1	0
15052	4	0	0	1	0
15053	5	0	1	1	0
15054	5	0	1	0	1
15055	5	0	0	1	0
15056	3	0	1	1	0
15057	4	0	0	1	0
15058	4	0	0	1	0
15059	5	0	0	1	1
15060	4	0	1	1	0
15061	4	0	1	1	0
15062	4	0	1	1	0
15063	5	0	1	1	0
15064	3	0	1	1	0
15065	4	0	1	1	0
15066	5	0	0	1	1
15067	3	1	0	1	0
15068	4	0	0	1	0
15069	5	0	1	1	0
15070	5	0	1	1	0
15071	5	0	0	1	0
15072	4	0	1	1	0
15073	5	0	1	1	0
15074	5	0	0	1	0
15075	5	0	0	1	0
15076	3	0	1	1	0
15077	4	0	1	1	0
15078	5	0	0	1	0
15079	5	0	0	1	1
15080	5	0	1	1	0
15081	4	0	0	1	0
15082	3	1	0	1	0
15083	5	0	0	1	0
15084	5	0	0	1	0
15085	3	1	0	0	0
15086	4	0	1	1	1
15087	4	0	0	0	0
15088	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
15089	5	0	0	1	0
15090	5	0	1	1	0
15091	4	0	1	1	0
15092	5	0	0	1	0
15093	5	0	1	1	0
15094	4	0	0	1	0
15095	3	0	1	1	0
15096	4	0	1	1	0
15097	5	0	1	1	0
15098	5	0	0	1	0
15099	4	0	0	1	0
15100	4	0	1	1	1
15101	5	0	1	1	0
15102	5	0	1	1	0
15103	5	0	1	1	0
15104	5	0	1	1	0
15105	4	1	0	1	0
15106	5	0	0	1	0
15107	4	0	0	1	0
15108	5	0	0	1	0
15109	5	0	0	1	0
15110	4	0	1	1	0
15111	5	1	0	1	1
15112	3	0	1	1	1
15113	4	0	1	1	0
15114	4	0	1	1	1
15115	4	0	1	1	0
15116	4	0	1	1	1
15117	5	0	0	1	0
15118	5	0	0	1	1
15119	4	0	0	1	0
15120	4	0	0	1	0
15121	4	0	0	1	0
15122	5	0	1	1	0
15123	4	0	0	1	0
15124	4	0	1	1	0
15125	5	0	0	1	0
15126	5	0	0	1	0
15127	5	0	1	1	1
15128	5	0	0	1	0
15129	5	0	1	1	0
15130	5	0	1	1	0
15131	5	0	0	1	0
15132	5	0	1	1	0
15133	4	0	1	1	0
15134	4	0	0	0	0

RandomID	D1	D2	D3	D4	D5
15135	5	0	0	1	0
15136	4	0	1	1	1
15137	4	1	1	1	0
15138	4	0	1	1	0
15139	4	0	0	1	0
15140	5	0	1	1	1
15141	5	0	0	1	0
15142	4	0	1	1	0
15143	5	0	0	1	0
15144	5	0	1	1	1
15145	4	0	0	1	0
15146	5	0	1	1	0
15147	4	0	1	1	0
15148	4	0	0	1	0
15149	3	0	1	1	0
15150	5	0	0	1	0
15151	5	0	0	0	0
15152	4	0	0	1	1
15153	3	0	0	1	0
15154	5	0	1	1	0
15155	5	0	0	1	0
15156	3	1	1	1	1
15157	5	1	1	1	1
15158	5	0	1	1	1
15159	5	0	1	1	0
15160	4	0	1	1	0
15161	4	0	0	1	0
15162	5	0	0	1	0
15163	5	0	0	1	0
15164	4	1	1	1	0
15165	3	0	1	1	0
15166	5	0	0	1	0
15167	5	0	1	1	0
15168	3	0	0	1	0
15169	4	0	1	1	0
15170	4	0	0	1	0
15171	3	0	1	1	0
15172	4	0	0	1	0
15173	4	0	0	1	0
15174	4	0	1	1	0
15175	4	0	0	1	0
15176	5	0	0	1	0
15177	5	1	0	1	0
15178	5	0	0	1	0
15179	4	0	0	1	0
15180	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
15181	5	0	0	0	1
15182	5	1	1	1	0
15183	4	0	0	1	0
15184	4	0	1	1	0
15185	4	0	1	1	0
15186	5	0	0	1	0
15187	4	0	1	1	0
15188	5	0	1	1	0
15189	5	0	0	1	0
15190	5	0	1	1	1
15191	5	0	0	1	0
15192	5	0	0	1	1
15193	5	0	0	1	0
15194	5	0	1	1	0
15195	4	0	1	1	0
15196	5	0	1	1	0
15197	4	0	1	1	0
15198	4	1	1	0	0
15199	4	0	0	1	0
15200	5	0	0	1	0
15201	5	0	1	1	0
15202	5	0	1	1	0
15203	5	0	1	1	0
15204	5	0	0	1	0
15205	5	0	0	1	0
15206	5	0	1	1	0
15207	5	0	1	1	1
15208	5	0	1	1	1
15209	4	0	1	1	0
15210	5	0	0	1	1
15211	4	0	1	1	0
15212	4	1	0	1	0
15213	4	0	0	1	0
15214	5	0	1	1	1
15215	4	.	1	1	1
15216	4	0	0	1	0
15217	4	0	0	1	0
15218	5	0	0	1	0
15219	5	0	0	1	0
15220	4	0	0	1	0
15221	5	0	0	1	0
15222	5	0	0	1	0
15223	4	0	1	1	0
15224	4	0	0	1	0
15225	5	0	0	1	0
15226	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
15227	5	0	1	1	0
15228	4	0	1	1	0
15229	5	.	1	1	0
15230	5	0	0	1	0
15231	5	0	1	1	0
15232	4	0	0	1	0
15233	5	0	0	1	0
15234	4	0	1	1	0
15235	4	0	1	1	0
15236	3	0	1	1	0
15237	3	0	1	1	0
15238	5	0	1	1	0
15239	4	0	0	1	1
15240	4	0	1	1	1
15241	3	1	1	1	0
15242	5	0	0	1	0
15243	3	0	1	1	0
15244	5	0	1	1	0
15245	4	0	1	1	0
15246	3	0	1	1	0
15247	4	0	1	1	0
15248	5	0	0	1	0
15249	5	0	1	1	0
15250	4	0	0	1	0
15251	3	1	1	1	1
15252	5	0	0	1	0
15253	5	0	0	1	0
15254	5	0	0	1	0
15255	5	0	0	1	0
15256	4	0	0	1	0
15257	5	0	0	1	0
15258	5	0	0	0	0
15259	5	0	1	1	0
15260	5	0	1	1	0
15261	4	0	0	1	0
15262	4	0	1	1	1
15263	4	0	0	1	0
15264	4	0	1	1	0
15265	5	0	1	1	0
15266	5	0	0	1	0
15267	4	0	0	1	0
15268	5	0	1	1	0
15269	5	0	0	1	0
15270	4	1	1	0	0
15271	5	0	0	1	0
15272	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
15273	5	0	1	1	0
15274	3	0	1	1	0
15275	5	0	0	1	0
15276	5	0	0	1	0
15277	5	0	0	0	0
15278	5	0	0	0	0
15279	5	0	1	1	0
15280	5	0	1	1	0
15281	5	0	0	1	0
15282	5	0	1	1	0
15283	4	0	1	1	0
15284	4	0	1	1	1
15285	4	0	1	1	0
15286	4	0	0	1	0
15287	4	0	0	1	0
15288	4	0	1	1	0
15289	5	0	0	1	1
15290	5	0	1	1	0
15291	5	0	1	1	0
15292	5	1	0	0	0
15293	5	1	1	1	0
15294	5	0	1	1	0
15295	5	1	0	1	0
15296	4	0	1	1	0
15297	5	0	0	0	0
15298	5	0	1	1	1
15299	4	0	1	1	0
15300	5	0	0	1	0
15301	4	0	0	1	0
15302	4	0	1	1	0
15303	5	0	0	1	0
15304	4	0	0	1	0
15305	5	0	1	1	1
15306	4	0	1	1	0
15307	4	0	0	1	0
15308	4	0	0	1	0
15309	5	0	0	1	0
15310	4	0	0	1	0
15311	5	0	0	1	0
15312	3	0	0	1	0
15313	5	0	0	1	1
15314	5	0	0	1	0
15315	5	0	1	1	0
15316	4	0	1	1	0
15317	4	0	1	1	0
15318	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
15319	4	0	1	1	1
15320	3	0	0	1	0
15321	4	0	0	1	0
15322	4	0	1	1	0
15323	5	0	0	1	0
15324	5	0	0	1	1
15325	4	0	0	1	0
15326	4	0	1	1	0
15327	5	0	0	1	0
15328	5	0	0	1	0
15329	4	0	0	1	0
15330	4	0	0	1	0
15331	4	1	0	1	0
15332	4	0	1	1	0
15333	5	0	1	1	0
15334	4	0	0	1	0
15335	4	0	0	1	0
15336	5	0	1	1	1
15337	5	0	1	1	0
15338	5	0	1	0	0
15339	3	1	1	1	0
15340	4	0	0	1	0
15341	5	0	1	1	0
15342	4	0	0	1	0
15343	5	0	0	1	0
15344	4	0	0	1	0
15345	4	0	1	1	0
15346	4	0	1	1	0
15347	3	0	1	1	0
15348	5	0	0	1	0
15349	5	0	1	1	0
15350	5	0	0	1	0
15351	4	0	0	1	0
15352	5	0	0	1	0
15353	4	0	1	1	0
15354	5	0	0	1	0
15355	5	0	0	1	0
15356	5	0	1	1	0
15357	5	0	0	1	0
15358	5	0	1	1	0
15359	3	0	1	1	0
15360	5	0	1	1	0
15361	5	0	0	1	0
15362	5	0	0	1	0
15363	5	0	1	1	0
15364	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
15365	5	0	0	1	0
15366	5	0	1	1	0
15367	5	0	0	1	0
15368	4	0	1	1	1
15369	5	0	0	1	0
15370	4	0	1	1	0
15371	4	0	0	1	0
15372	5	0	1	1	1
15373	5	0	1	1	0
15374	5	1	0	1	0
15375	4	0	0	1	0
15376	3	0	0	1	0
15377	5	0	1	1	0
15378	4	0	0	1	0
15379	4	0	0	1	1
15380	5	0	0	.	.
15381	4	0	1	1	0
15382	5	0	1	1	0
15383	5	0	0	1	0
15384	4	1	0	1	0
15385	4	0	0	0	0
15386	5	0	0	1	0
15387	5	0	0	1	0
15388	5	0	0	1	0
15389	4	0	0	1	0
15390	5	0	1	1	0
15391	5	0	0	1	0
15392	5	1	1	1	1
15393	3	0	1	1	0
15394	5	0	0	1	0
15395	4	1	1	1	1
15396	4	0	0	1	0
15397	3	0	1	1	0
15398	4	0	0	1	0
15399	5	0	0	1	0
15400	4	0	1	1	0
15401	4	0	1	1	1
15402	1	0	1	1	0
15403	5	1	1	1	1
15404	5	0	1	1	0
15405	5	0	0	1	0
15406	4	0	1	1	0
15407	5	0	0	1	0
15408	4	0	0	1	0
15409	3	0	1	1	0
15410	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
15411	4	0	1	1	0
15412	5	0	0	1	0
15413	5	0	1	1	0
15414	4	0	0	1	0
15415	4	0	1	1	1
15416	5	0	0	1	1
15417	3	1	1	1	0
15418	4	0	0	1	0
15419	4	0	0	1	0
15420	5	0	0	1	0
15421	5	0	0	0	0
15422	5	0	0	1	0
15423	5	0	1	1	0
15424	4	0	1	1	0
15425	4	0	0	1	0
15426	5	0	0	1	0
15427	5	0	1	1	0
15428	4	0	1	1	0
15429	4	0	1	1	0
15430	5	0	0	0	0
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15434	5	0	0	1	0
15435	4	0	1	1	1
15436	5	0	0	1	1
15437	4	0	1	1	0
15438	3	1	1	1	0
15439	5	0	1	1	0
15440	4	0	1	1	1
15441	5	0	0	1	0
15442	5	0	0	1	0
15443	4	0	1	1	0
15444	5	0	1	1	0
15445	4	0	0	1	0
15446	5	0	1	1	1
15447	4	0	1	1	1
15448	5	0	1	1	0
15449	4	0	0	1	0
15450	5	0	0	1	0
15451	5	0	0	1	0
15452	5	0	1	1	0
15453	5	0	1	1	0
15454	5	0	0	1	0
15455	5	0	1	1	0
15456	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
15457	4	0	1	1	0
15458	5	0	1	1	0
15459	4	0	0	1	0
15460	5	0	0	1	0
15461	4	0	0	1	1
15462	4	0	0	1	0
15463	5	0	0	1	0
15464	5	0	1	1	0
15465	4	0	1	1	1
15466	3	0	0	1	0
15467	4	0	1	1	0
15468	4	0	1	1	0
15469	5	0	0	1	0
15470	4	0	1	1	0
15471	4	0	1	1	0
15472	3	0	0	1	0
15473	5	0	1	1	0
15474	5	0	0	1	0
15475	4	0	0	1	0
15476	5	0	1	1	0
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15478	4	0	0	1	0
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15480	5	0	1	1	0
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15483	4	0	0	1	0
15484	4	0	0	1	0
15485	5	0	1	1	0
15486	4	0	0	1	0
15487	4	0	1	1	0
15488	4	0	0	1	0
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15490	5	0	0	1	0
15491	5	0	0	1	0
15492	3	0	1	1	1
15493	5	0	1	1	0
15494	5	0	1	1	0
15495	5	1	1	1	0
15496	3	0	1	1	1
15497	5	0	0	1	0
15498	4	0	1	1	1
15499	4	0	1	1	1
15500	5	0	1	1	0
15501	5	0	1	1	0
15502	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
15503	5	0	1	1	0
15504	4	0	0	1	0
15505	4	0	0	1	0
15506	5	1	1	1	0
15507	4	0	0	1	0
15508	5	0	0	1	0
15509	5	0	0	1	0
15510	5	0	1	1	1
15511	5	0	1	1	1
15512	5	0	1	1	0
15513	3	0	1	1	1
15514	4	0	1	1	0
15515	5	0	0	1	0
15516	4	0	0	0	0
15517	4	0	0	0	0
15518	5	0	0	1	0
15519	5	0	0	1	0
15520	5	0	0	1	0
15521	5	0	1	1	0
15522	5	0	0	0	0
15523	4	0	0	1	0
15524	4	0	1	1	0
15525	5	0	0	1	0
15526	5	0	1	1	0
15527	4	0	1	1	0
15528	5	0	0	1	0
15529	5	0	1	1	0
15530	5	0	1	1	0
15531	5	0	0	1	0
15532	5	0	1	1	0
15533	5	0	0	1	1
15534	5	0	0	1	0
15535	5	1	1	1	1
15536	5	0	1	1	0
15537	5	0	1	1	0
15538	4	0	1	1	0
15539	4	0	1	1	0
15540	5	0	0	1	0
15541	4	1	0	1	0
15542	5	0	1	1	0
15543	4	0	0	1	1
15544	4	1	0	1	0
15545	4	0	0	1	0
15546	4	0	0	1	0
15547	5	0	0	1	0
15548	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
15549	5	0	1	1	0
15550	5	1	1	1	0
15551	5	0	1	0	1
15552	4	0	1	1	0
15553	5	0	0	1	0
15554	4	0	0	1	0
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15557	5	0	0	1	0
15558	4	0	1	1	0
15559	4	0	0	1	0
15560	5	0	0	1	0
15561	5	0	0	1	0
15562	5	0	1	1	1
15563	4	0	0	1	0
15564	4	0	1	1	0
15565	4	0	0	1	1
15566	4	0	1	1	0
15567	5	0	1	1	1
15568	5	1	1	1	1
15569	5	0	1	1	0
15570	3	0	1	1	0
15571	4	0	1	1	0
15572	4	0	0	1	0
15573	3	0	0	1	0
15574	4	0	1	1	0
15575	4	0	1	1	0
15576	5	0	1	1	0
15577	3	0	0	1	0
15578	4	0	0	1	0
15579	5	0	1	1	0
15580	4	0	0	1	1
15581	4	0	1	1	0
15582	4	0	1	1	0
15583	5	0	1	1	0
15584	5	0	1	1	0
15585	5	0	0	1	0
15586	5	0	1	1	0
15587	5	0	1	1	0
15588	4	0	0	1	0
15589	4	0	0	1	0
15590	5	0	1	1	0
15591	5	0	0	1	0
15592	5	0	0	1	0
15593	4	0	0	1	0
15594	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
15595	5	0	0	1	0
15596	5	0	0	1	0
15597	5	0	1	1	0
15598	4	1	1	1	0
15599	5	0	1	1	0
15600	5	0	0	1	0
15601	4	0	0	1	0
15602	4	0	1	1	0
15603	4	0	1	1	0
15604	4	0	0	1	0
15605	5	0	1	1	0
15606	3	0	1	1	0
15607	5	0	1	1	0
15608	5	0	0	1	0
15609	3	1	1	1	0
15610	5	0	0	1	0
15611	4	0	1	1	0
15612	4	0	1	1	0
15613	3	0	1	1	0
15614	4	0	1	1	0
15615	5	0	0	1	0
15616	4	0	1	1	0
15617	5	1	1	1	0
15618	5	0	1	1	0
15619	5	0	0	0	0
15620	3	0	1	1	1
15621	4	0	0	1	0
15622	5	0	0	1	0
15623	5	0	1	1	0
15624	5	0	0	1	0
15625	5	0	0	1	0
15626	5	0	1	1	0
15627	5	1	0	1	0
15628	5	0	1	1	0
15629	5	0	1	1	0
15630	4	0	0	1	1
15631	4	0	1	1	0
15632	4	0	0	1	0
15633	5	0	0	1	0
15634	5	0	1	1	0
15635	5	0	1	1	0
15636	4	0	1	1	0
15637	5	0	0	1	1
15638	5	0	1	1	0
15639	5	0	1	1	1
15640	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
15641	4	0	1	1	0
15642	5	0	0	1	0
15643	4	0	0	1	0
15644	5	0	1	0	0
15645	4	0	1	1	0
15646	5	0	1	1	0
15647	5	0	1	1	0
15648	5	0	0	1	0
15649	5	0	0	1	1
15650	4	1	1	1	1
15651	4	0	1	1	0
15652	4	1	1	1	0
15653	5	0	1	1	0
15654	5	0	0	1	0
15655	4	0	0	1	0
15656	4	0	0	1	0
15657	4	0	0	1	0
15658	5	0	1	1	1
15659	4	0	0	1	0
15660	4	1	1	1	0
15661	5	0	1	1	0
15662	5	0	1	1	0
15663	4	1	1	1	0
15664	4	0	0	1	0
15665	5	0	1	1	0
15666	5	0	1	1	0
15667	4	0	1	1	0
15668	5	0	1	1	0
15669	5	1	0	1	0
15670	4	0	0	1	0
15671	5	0	1	1	0
15672	5	0	0	1	0
15673	4	1	0	1	0
15674	5	0	1	1	0
15675	4	0	0	1	0
15676	4	0	1	1	0
15677	5	0	0	1	0
15678	4	0	0	1	0
15679	4	0	0	1	0
15680	5	0	0	1	0
15681	5	0	0	1	0
15682	5	0	1	1	0
15683	4	0	0	1	0
15684	3	0	0	1	0
15685	5	0	0	1	0
15686	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
15687	3	1	1	1	1
15688	5	0	1	1	0
15689	4	0	1	1	1
15690	5	0	0	1	0
15691	5	0	1	1	0
15692	4	0	0	1	0
15693	5	0	1	1	0
15694	5	0	1	1	0
15695	5	0	0	1	0
15696	4	0	0	1	0
15697	5	0	0	0	1
15698	5	0	0	1	0
15699	5	0	0	1	1
15700	5	0	1	1	0
15701	4	0	1	1	1
15702	5	0	0	1	0
15703	3	0	1	1	0
15704	5	0	1	1	0
15705	4	0	0	1	0
15706	5	0	0	1	0
15707	5	0	0	1	0
15708	5	0	0	1	0
15709	4	0	0	1	0
15710	3	0	0	1	0
15711	5	0	1	1	0
15712	5	0	1	1	0
15713	4	0	1	1	0
15714	4	0	1	1	1
15715	4	0	0	1	0
15716	5	0	1	1	0
15717	4	0	0	1	0
15718	5	0	1	1	0
15719	5	0	1	1	1
15720	5	0	0	1	0
15721	4	1	0	1	0
15722	5	0	1	1	0
15723	5	0	0	1	0
15724	4	0	1	1	0
15725	5	0	0	1	0
15726	4	0	1	1	1
15727	4	0	0	1	0
15728	4	1	1	1	0
15729	5	0	0	1	0
15730	5	0	0	1	0
15731	.	.	.	.	.
15732	4	0	0	1	1

RandomID	D1	D2	D3	D4	D5
15733	5	0	0	1	0
15734	4	0	1	1	0
15735	5	0	0	1	0
15736	5	0	0	1	0
15737	5	0	1	1	0
15738	4	0	1	1	1
15739	5	0	0	1	0
15740	4	0	1	1	0
15741	5	0	0	1	0
15742	4	1	0	1	0
15743	5	0	0	1	0
15744	5	0	1	1	1
15745	5	0	1	1	0
15746	4	0	1	1	0
15747	3	0	1	1	0
15748	5	0	0	1	0
15749	5	0	1	1	0
15750	5	0	1	1	0
15751	5	0	0	1	0
15752	5	1	1	1	0
15753	5	0	1	1	0
15754	5	0	0	1	0
15755	5	0	0	1	0
15756	4	0	0	1	0
15757	5	0	0	1	0
15758	4	0	1	1	0
15759	4	0	1	1	0
15760	5	0	0	1	0
15761	4	0	1	1	0
15762	5	1	1	1	0
15763	5	0	1	1	0
15764	5	0	0	1	0
15765	5	0	1	1	0
15766	4	0	1	0	1
15767	4	0	0	1	0
15768	5	0	0	1	0
15769	4	0	0	1	0
15770	5	0	0	1	0
15771	5	0	1	1	0
15772	5	0	0	1	0
15773	4	0	0	1	0
15774	5	0	1	1	0
15775	4	0	0	1	0
15776	4	0	0	1	0
15777	5	0	1	1	0
15778	4	1	0	1	0

RandomID	D1	D2	D3	D4	D5
15779	4	1	1	1	0
15780	4	0	1	1	1
15781	4	0	1	1	0
15782	4	0	0	1	0
15783	5	0	0	1	0
15784	5	0	1	1	0
15785	4	0	0	1	0
15786	4	0	0	1	1
15787	5	0	0	1	0
15788	4	1	1	1	0
15789	4	0	1	1	1
15790	5	0	1	1	1
15791	5	0	1	1	0
15792	5	0	0	1	0
15793	5	0	1	1	0
15794	4	0	1	1	1
15795	5	0	0	1	0
15796	5	0	0	0	0
15797	4	1	1	1	0
15798	5	0	0	1	0
15799	5	0	0	1	0
15800	3	0	1	1	1
15801	5	0	0	1	0
15802	5	0	1	1	1
15803	5	1	0	1	0
15804	5	0	0	1	0
15805	5	0	1	1	0
15806	5	0	1	1	0
15807	4	0	0	1	0
15808	5	0	0	1	0
15809	4	0	1	1	0
15810	4	1	1	1	1
15811	4	0	1	1	0
15812	5	0	0	1	0
15813	5	0	0	1	0
15814	4	0	1	1	0
15815	5	0	1	1	0
15816	5	0	0	1	0
15817	5	0	0	1	0
15818	4	0	1	1	0
15819	4	0	0	1	0
15820	3	0	0	1	0
15821	4	0	0	1	0
15822	4	0	1	1	0
15823	3	0	0	1	0
15824	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
15825	4	0	1	1	0
15826	5	0	1	1	0
15827	5	0	1	1	0
15828	5	0	0	1	0
15829	4	0	0	1	0
15830	4	0	0	1	0
15831	5	0	0	1	0
15832	4	0	0	1	0
15833	5	0	0	1	0
15834	5	0	1	1	0
15835	5	0	1	1	0
15836	5	0	1	1	0
15837	3	0	1	1	0
15838	5	0	0	1	1
15839	5	0	0	1	0
15840	5	0	0	1	0
15841	4	0	0	1	0
15842	4	0	0	1	0
15843	4	0	0	1	0
15844	5	0	0	1	0
15845	5	0	0	1	0
15846	5	0	0	1	0
15847	4	1	0	1	0
15848	5	0	0	1	0
15849	5	0	1	1	0
15850	4	0	1	1	0
15851	5	0	0	1	0
15852	4	0	1	1	0
15853	4	0	0	1	0
15854	5	0	0	1	0
15855	4	0	0	1	0
15856	5	0	1	1	1
15857	5	0	0	1	0
15858	5	1	1	1	0
15859	5	0	0	1	1
15860	4	0	1	1	0
15861	5	0	0	1	0
15862	4	0	0	1	0
15863	5	0	1	1	0
15864	5	0	1	1	0
15865	4	1	1	1	0
15866	5	0	1	1	0
15867	5	0	1	1	0
15868	5	0	1	1	0
15869	3	1	1	1	0
15870	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
15871	3	0	1	0	1
15872	5	0	0	1	0
15873	5	0	0	0	0
15874	5	0	1	1	0
15875	5	0	0	1	0
15876	5	0	0	1	0
15877	5	0	1	1	0
15878	4	0	0	1	0
15879	4	1	1	1	0
15880	4	0	0	1	0
15881	4	1	1	1	0
15882	4	0	1	1	0
15883	4	0	1	1	0
15884	5	0	1	1	0
15885	4	0	1	1	0
15886	5	0	1	0	0
15887	5	0	0	1	0
15888	3	0	1	1	1
15889	4	0	1	1	0
15890	4	1	0	1	0
15891	4	0	1	1	0
15892	5	0	0	1	0
15893	4	0	0	1	0
15894	5	0	0	1	0
15895	5	0	0	1	0
15896	5	0	0	1	0
15897	5	0	0	1	0
15898	5	0	0	1	1
15899	4	0	1	1	0
15900	5	0	0	1	0
15901	4	0	1	1	0
15902	5	0	0	1	0
15903	5	0	1	1	0
15904	4	0	0	1	0
15905	5	0	0	1	0
15906	4	0	0	1	1
15907	4	0	0	1	0
15908	5	0	1	1	0
15909	5	0	0	1	0
15910	5	0	1	1	0
15911	5	0	1	1	0
15912	5	0	1	1	1
15913	4	0	0	1	0
15914	5	0	0	1	0
15915	5	0	0	1	0
15916	3	0	1	1	0

RandomID	D1	D2	D3	D4	D5
15917	4	0	0	1	0
15918	4	0	0	1	0
15919	4	0	1	1	0
15920	4	0	1	1	0
15921	4	0	0	1	0
15922	4	0	1	1	0
15923	4	0	0	1	0
15924	5	0	0	0	0
15925	3	0	1	1	1
15926	5	0	0	1	0
15927	5	0	1	1	0
15928	5	0	0	1	0
15929	5	0	0	1	0
15930	5	0	0	1	0
15931	4	0	1	1	0
15932	5	0	0	1	1
15933	4	0	0	1	0
15934	4	0	1	1	0
15935	4	0	1	1	0
15936	5	0	0	1	0
15937	4	0	1	1	0
15938	4	0	0	1	0
15939	5	0	1	1	1
15940	5	0	0	1	0
15941	4	0	1	1	0
15942	4	0	1	1	0
15943	4	0	0	1	0
15944	5	0	1	1	0
15945	4	0	1	1	0
15946	5	0	1	1	0
15947	4	0	0	1	0
15948	4	0	0	1	1
15949	5	0	1	1	0
15950	4	0	1	1	0
15951	3	0	1	1	0
15952	5	1	0	1	0
15953	5	0	0	1	0
15954	4	0	0	1	0
15955	5	0	0	1	0
15956	3	0	1	1	0
15957	5	0	0	1	0
15958	4	0	0	1	0
15959	4	0	0	1	0
15960	5	0	1	1	0
15961	5	0	1	1	1
15962	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
15963	4	0	0	1	0
15964	5	0	1	1	0
15965	3	1	0	1	0
15966	5	0	0	1	0
15967	5	0	0	1	0
15968	5	0	0	0	0
15969	5	0	0	1	0
15970	3	1	1	1	0
15971	4	0	0	1	0
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15973	5	0	0	1	0
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15975	5	0	1	1	0
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15977	5	0	1	1	0
15978	3	1	0	0	0
15979	4	0	0	1	0
15980	4	0	1	1	0
15981	5	0	0	1	0
15982	5	0	1	1	0
15983	5	0	0	1	0
15984	5	0	0	1	0
15985	4	0	0	1	0
15986	5	0	1	1	0
15987	4	0	0	1	1
15988	4	0	1	1	0
15989	5	0	0	1	0
15990	4	1	0	1	1
15991	5	0	0	1	0
15992	4	0	0	1	0
15993	5	0	1	1	0
15994	5	0	0	1	0
15995	4	0	1	1	1
15996	4	0	1	1	0
15997	5	0	0	1	0
15998	5	0	1	1	1
15999	5	0	1	1	1
16000	4	0	0	1	0
16001	5	0	1	1	0
16002	4	0	1	1	0
16003	5	0	0	1	0
16004	5	0	0	1	0
16005	5	0	1	1	0
16006	4	0	1	1	0
16007	4	0	0	1	0
16008	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
16009	5	0	1	1	0
16010	5	0	0	1	0
16011	5	0	0	1	0
16012	5	0	0	1	0
16013	5	0	1	1	0
16014	4	0	1	1	0
16015	5	0	0	1	0
16016	5	0	0	1	0
16017	4	0	1	1	1
16018	4	0	0	1	0
16019	3	0	0	0	0
16020	5	0	1	1	1
16021	4	0	1	1	0
16022	5	0	0	1	0
16023	5	0	1	1	0
16024	4	0	1	1	1
16025	5	0	0	1	0
16026	4	0	0	1	0
16027	5	0	1	1	0
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16029	4	0	1	1	0
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16032	3	0	0	1	0
16033	4	0	0	1	0
16034	5	0	0	1	0
16035	4	0	1	1	0
16036	4	1	0	1	0
16037	5	0	0	1	0
16038	5	1	0	1	0
16039	4	0	0	1	0
16040	4	0	0	1	0
16041	5	0	0	1	0
16042	5	0	0	1	0
16043	4	0	0	1	0
16044	4	0	1	1	0
16045	5	0	0	1	0
16046	5	0	1	1	0
16047	5	0	1	1	1
16048	4	0	0	1	0
16049	5	0	1	1	0
16050	5	0	0	1	0
16051	4	0	0	1	0
16052	5	1	1	1	0
16053	5	0	1	1	0
16054	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
16055	5	0	1	1	0
16056	4	0	0	1	0
16057	3	0	0	1	0
16058	4	0	0	1	0
16059	5	0	1	1	0
16060	5	0	0	1	0
16061	4	0	0	1	0
16062	5	0	1	1	0
16063	4	0	0	1	0
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16065	5	0	1	1	0
16066	5	0	1	1	0
16067	5	0	0	1	0
16068	4	0	0	1	0
16069	5	0	1	1	0
16070	4	0	0	1	0
16071	5	0	0	1	1
16072	4	0	1	1	0
16073	3	0	1	1	1
16074	4	0	0	1	0
16075	5	0	0	1	1
16076	4	0	0	1	0
16077	5	0	1	1	0
16078	5	0	1	1	0
16079	5	0	0	1	0
16080	5	0	0	1	0
16081	4	0	0	1	0
16082	5	0	0	1	0
16083	5	0	1	1	0
16084	4	0	0	1	0
16085	4	0	0	1	0
16086	5	0	0	1	0
16087	4	0	0	1	0
16088	5	0	0	1	0
16089	4	0	1	1	0
16090	3	0	1	1	0
16091	5	0	1	1	0
16092	5	0	1	1	0
16093	5	0	0	1	0
16094	3	1	1	1	1
16095	4	0	0	1	0
16096	5	0	0	1	0
16097	4	0	1	1	0
16098	5	0	1	1	0
16099	5	0	0	1	0
16100	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
16101	5	0	0	1	0
16102	4	0	0	1	1
16103	4	0	0	1	0
16104	3	0	1	1	0
16105	5	0	0	1	0
16106	4	0	1	1	0
16107	5	0	0	1	0
16108	5	0	0	1	0
16109	4	0	0	1	0
16110	4	0	1	1	0
16111	4	0	1	1	0
16112	4	0	1	1	0
16113	5	0	0	1	0
16114	5	0	0	1	0
16115	5	0	0	1	0
16116	3	0	1	1	0
16117	5	0	0	1	1
16118	5	0	1	1	0
16119	5	0	0	1	0
16120	5	0	0	1	0
16121	5	0	1	1	0
16122	4	0	0	1	0
16123	4	0	0	1	0
16124	4	0	0	1	0
16125	4	0	0	1	0
16126	5	0	0	1	0
16127	5	1	0	1	0
16128	5	0	0	0	0
16129	4	1	0	1	0
16130	4	0	1	1	0
16131	5	0	0	1	0
16132	4	0	1	1	0
16133	4	0	0	1	0
16134	3	1	1	1	1
16135	4	0	0	1	0
16136	5	0	0	1	0
16137	5	0	1	1	0
16138	5	0	0	1	0
16139	5	0	0	1	0
16140	5	0	0	1	0
16141	4	0	1	1	1
16142	4	0	1	1	0
16143	4	0	1	1	0
16144	4	1	0	1	0
16145	5	0	1	1	0
16146	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
16147	3	0	0	1	0
16148	4	0	1	1	0
16149	4	0	0	1	0
16150	4	0	0	1	0
16151	5	0	0	1	0
16152	4	1	0	1	0
16153	5	0	1	1	1
16154	5	0	1	1	1
16155	5	1	0	1	1
16156	5	0	1	1	0
16157	5	0	1	1	0
16158	4	1	0	1	0
16159	4	0	0	1	0
16160	3	0	0	1	0
16161	5	0	1	1	1
16162	5	0	1	1	0
16163	5	0	1	1	0
16164	5	0	1	1	0
16165	4	0	1	1	1
16166	5	1	0	1	0
16167	5	0	1	1	0
16168	4	0	0	1	0
16169	5	0	1	1	0
16170	4	0	0	1	0
16171	4	0	0	1	0
16172	5	0	0	1	0
16173	4	0	0	1	0
16174	5	0	1	1	1
16175	5	0	1	1	1
16176	5	0	0	0	0
16177	5	0	0	1	0
16178	2	0	1	1	1
16179	4	0	0	1	0
16180	5	0	0	1	1
16181	4	0	0	1	0
16182	5	1	0	1	0
16183	5	0	1	1	0
16184	4	0	0	1	0
16185	5	0	0	1	0
16186	5	1	0	1	0
16187	4	0	1	1	0
16188	5	0	0	1	0
16189	5	0	0	1	0
16190	4	0	0	1	0
16191	2	0	1	1	0
16192	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
16193	5	0	0	1	0
16194	4	0	1	1	0
16195	4	0	0	0	0
16196	5	0	0	1	0
16197	4	0	1	1	0
16198	5	0	0	1	0
16199	4	0	0	1	0
16200	5	0	0	1	0
16201	4	0	1	1	0
16202	3	0	1	1	0
16203	3	0	1	1	0
16204	5	0	0	1	0
16205	5	0	0	1	0
16206	5	0	0	1	0
16207	5	0	0	1	0
16208	4	0	1	1	0
16209	4	0	1	1	0
16210	4	1	0	1	1
16211	5	0	1	1	0
16212	5	0	0	1	0
16213	5	0	0	1	0
16214	4	0	0	1	0
16215	4	0	0	1	1
16216	4	1	1	1	0
16217	5	0	0	1	0
16218	4	1	0	1	0
16219	4	0	0	1	0
16220	5	0	0	1	0
16221	4	0	0	1	0
16222	5	0	1	1	0
16223	5	0	0	1	0
16224	4	0	1	1	0
16225	4	0	0	0	0
16226	5	0	1	1	1
16227	3	1	1	1	0
16228	5	0	1	1	1
16229	5	0	0	1	0
16230	4	0	0	1	1
16231	4	0	1	1	0
16232	5	0	0	1	0
16233	5	0	0	1	0
16234	4	0	1	1	0
16235	4	0	1	1	0
16236	5	0	0	1	0
16237	4	0	1	1	0
16238	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
16239	3	1	0	1	0
16240	5	0	1	1	1
16241	5	0	0	0	0
16242	4	0	1	1	0
16243	5	0	1	1	0
16244	4	0	1	1	0
16245	5	0	0	1	0
16246	4	0	0	1	0
16247	5	0	1	1	0
16248	5	0	1	1	0
16249	4	1	0	1	0
16250	4	0	0	1	0
16251	4	1	1	1	0
16252	5	0	0	1	0
16253	4	0	0	1	0
16254	4	0	1	1	0
16255	3	0	0	1	0
16256	5	0	0	1	0
16257	4	0	1	1	0
16258	3	0	1	1	0
16259	4	0	1	1	0
16260	4	0	0	1	0
16261	5	0	1	1	0
16262	4	0	1	1	0
16263	4	0	0	1	0
16264	5	0	1	1	1
16265	4	0	1	1	0
16266	5	1	0	1	0
16267	3	0	0	1	0
16268	5	0	0	1	0
16269	4	0	1	0	0
16270	3	0	0	1	0
16271	4	0	0	1	0
16272	4	0	1	1	0
16273	4	0	1	1	0
16274	5	0	1	1	0
16275	5	0	0	1	0
16276	4	0	0	1	0
16277	4	0	0	1	0
16278	4	0	0	1	0
16279	5	0	0	1	0
16280	4	0	0	1	0
16281	4	0	1	1	0
16282	5	0	0	1	0
16283	5	0	1	1	0
16284	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
16285	2	0	1	1	0
16286	5	0	1	1	0
16287	4	0	0	1	0
16288	1	1	1	1	1
16289	4	0	1	1	0
16290	5	0	0	1	0
16291	4	0	1	1	1
16292	5	0	0	1	0
16293	5	0	0	1	0
16294	5	0	0	1	1
16295	5	0	0	1	0
16296	4	0	1	1	0
16297	5	0	1	1	0
16298	4	0	1	1	0
16299	4	0	1	1	0
16300	5	1	1	1	0
16301	4	0	1	1	0
16302	5	0	0	1	0
16303	4	0	1	1	0
16304	4	0	1	1	0
16305	5	0	1	1	0
16306	5	0	1	1	0
16307	3	0	0	1	0
16308	5	0	1	1	0
16309	4	0	1	1	0
16310	5	0	0	1	0
16311	5	0	1	1	0
16312	5	0	1	1	0
16313	5	0	0	1	0
16314	4	0	0	1	0
16315	5	0	1	0	0
16316	4	0	0	1	0
16317	5	0	0	1	0
16318	5	0	0	1	0
16319	5	0	0	1	0
16320	5	0	1	1	0
16321	4	0	1	1	0
16322	5	0	1	1	0
16323	4	0	0	1	0
16324	5	0	0	1	0
16325	4	0	1	1	0
16326	4	0	0	1	1
16327	5	0	0	1	0
16328	5	0	0	1	0
16329	5	0	0	1	0
16330	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
16331	3	0	0	0	0
16332	5	0	1	1	0
16333	4	1	1	1	1
16334	4	0	0	1	0
16335	4	0	0	1	1
16336	5	0	0	1	0
16337	3	0	1	1	0
16338	4	0	1	1	0
16339	5	0	0	1	0
16340	4	0	1	1	0
16341	4	0	0	1	0
16342	4	0	0	1	0
16343	4	0	1	1	0
16344	4	0	0	1	0
16345	5	1	0	1	0
16346	4	1	0	1	0
16347	4	0	0	1	0
16348	4	0	0	1	0
16349	3	0	0	1	0
16350	4	0	0	1	0
16351	4	0	1	1	0
16352	5	0	0	1	0
16353	4	0	1	1	0
16354	4	0	0	1	0
16355	5	0	0	1	0
16356	5	0	0	1	0
16357	3	0	0	1	0
16358	5	0	0	1	0
16359	5	0	0	1	0
16360	5	0	0	1	0
16361	4	1	1	1	0
16362	4	1	1	1	0
16363	4	0	1	1	0
16364	4	0	0	1	0
16365	4	0	0	1	0
16366	5	0	1	1	0
16367	5	0	0	1	1
16368	5	0	1	1	0
16369	5	0	0	1	0
16370	5	0	1	1	0
16371	5	0	1	1	0
16372	5	0	1	1	0
16373	4	0	1	1	0
16374	5	0	1	1	1
16375	4	0	1	1	0
16376	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
16377	4	0	0	1	0
16378	4	0	0	1	0
16379	4	0	1	1	0
16380	3	0	1	1	1
16381	5	0	0	1	0
16382	5	0	1	1	0
16383	3	1	1	1	0
16384	5	0	0	1	0
16385	4	0	0	1	0
16386	5	0	0	1	0
16387	4	0	0	1	0
16388	5	0	1	1	0
16389	5	0	0	1	0
16390	5	0	1	1	0
16391	5	0	0	1	0
16392	5	0	0	1	0
16393	5	0	0	1	0
16394	3	0	1	1	1
16395	4	0	0	1	0
16396	5	0	0	1	0
16397	4	0	0	1	0
16398	4	0	0	1	0
16399	5	0	0	0	0
16400	4	0	1	1	0
16401	4	0	0	1	0
16402	5	1	0	0	0
16403	2	0	0	1	0
16404	5	0	0	1	0
16405	5	0	1	0	0
16406	5	0	0	1	0
16407	4	0	1	1	0
16408	5	0	1	1	0
16409	5	0	0	1	0
16410	5	0	1	1	1
16411	5	0	0	1	0
16412	4	0	0	1	0
16413	5	0	0	1	0
16414	5	0	1	1	0
16415	4	0	1	1	0
16416	5	0	0	0	0
16417	4	0	0	1	0
16418	5	0	0	1	0
16419	5	0	1	1	0
16420	5	0	1	1	0
16421	5	1	1	1	0
16422	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
16423	2	0	1	1	0
16424	5	0	1	1	0
16425	4	0	0	1	0
16426	5	0	1	1	1
16427	5	0	0	1	0
16428	4	0	0	1	0
16429	4	0	1	1	0
16430	5	0	1	1	0
16431	4	0	1	1	0
16432	4	0	0	1	0
16433	5	0	1	1	0
16434	5	0	0	1	0
16435	4	0	1	1	0
16436	3	1	1	1	0
16437	5	1	1	1	0
16438	5	0	0	1	0
16439	5	0	0	1	0
16440	5	0	1	1	0
16441	4	0	1	1	1
16442	4	0	0	0	0
16443	5	1	0	1	1
16444	5	0	0	1	0
16445	4	0	0	1	0
16446	4	0	0	1	0
16447	5	0	1	1	1
16448	4	0	1	1	0
16449	4	0	0	1	1
16450	2	0	0	1	1
16451	5	0	1	1	0
16452	5	1	0	1	0
16453	4	0	0	1	0
16454	5	0	0	1	0
16455	4	0	0	1	0
16456	5	0	1	1	0
16457	5	0	0	1	0
16458	5	0	1	1	0
16459	5	0	0	1	0
16460	5	0	0	1	0
16461	5	0	0	1	0
16462	5	0	0	1	0
16463	5	0	0	1	0
16464	4	0	1	1	0
16465	5	0	0	1	0
16466	5	0	0	1	0
16467	5	0	0	1	0
16468	3	0	1	1	0

RandomID	D1	D2	D3	D4	D5
16469	5	1	0	1	0
16470	4	1	1	1	0
16471	5	0	1	1	0
16472	5	0	1	1	0
16473	5	0	1	1	1
16474	5	0	1	1	0
16475	4	0	0	1	0
16476	5	0	0	1	0
16477	5	0	0	1	0
16478	5	0	1	1	0
16479	5	0	0	1	0
16480	4	0	1	1	0
16481	4	0	0	1	0
16482	4	0	1	1	0
16483	5	0	0	1	0
16484	4	0	1	1	0
16485	4	0	1	1	0
16486	5	0	0	1	0
16487	5	0	1	1	0
16488	5	0	0	1	0
16489	4	0	0	1	0
16490	4	0	1	0	1
16491	5	0	0	1	1
16492	5	0	0	1	0
16493	5	1	1	1	0
16494	4	0	0	1	0
16495	5	0	1	1	0
16496	5	0	0	0	0
16497	3	0	1	1	0
16498	5	0	1	1	0
16499	5	0	1	1	0
16500	5	0	0	1	0
16501	5	0	0	1	0
16502	5	0	0	1	0
16503	5	0	0	1	0
16504	4	0	1	1	0
16505	4	0	1	1	0
16506	4	0	1	1	1
16507	3	0	1	0	1
16508	4	0	0	1	0
16509	5	0	1	1	0
16510	4	0	0	1	0
16511	5	0	0	1	0
16512	4	0	0	1	0
16513	4	0	0	1	0
16514	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
16515	3	0	1	1	1
16516	4	0	0	1	0
16517	5	0	1	1	0
16518	4	0	0	1	0
16519	5	0	1	1	0
16520	5	0	0	1	1
16521	5	0	1	1	0
16522	4	0	0	1	0
16523	5	1	0	1	0
16524	5	0	0	1	0
16525	4	1	0	1	0
16526	5	0	1	1	0
16527	5	0	0	1	0
16528	5	0	0	1	0
16529	5	1	1	1	1
16530	5	0	1	1	0
16531	5	0	1	1	0
16532	5	0	0	1	0
16533	4	0	1	1	1
16534	5	0	1	1	0
16535	5	0	1	1	0
16536	4	0	0	1	0
16537	4	0	1	1	0
16538	5	0	1	1	1
16539	5	0	1	1	0
16540	4	0	1	1	0
16541	5	0	0	1	0
16542	5	0	1	1	0
16543	5	0	0	1	0
16544	4	0	0	1	0
16545	3	0	0	1	0
16546	4	0	1	1	0
16547	4	0	0	1	1
16548	5	0	0	1	1
16549	3	0	1	1	0
16550	4	0	0	1	0
16551	4	0	0	1	0
16552	4	0	0	1	0
16553	4	0	0	1	0
16554	5	0	1	1	0
16555	4	0	0	1	0
16556	5	0	0	1	1
16557	5	1	1	1	0
16558	5	0	0	1	0
16559	5	0	0	1	0
16560	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
16561	5	0	1	1	0
16562	4	1	1	1	0
16563	5	0	0	0	0
16564	5	0	0	1	0
16565	5	0	0	1	0
16566	4	0	0	1	0
16567	5	0	1	1	0
16568	5	1	0	1	0
16569	4	0	0	1	0
16570	4	0	1	1	0
16571	5	0	0	1	0
16572	5	0	1	1	0
16573	4	0	0	1	0
16574	3	0	1	1	0
16575	5	0	0	1	0
16576	5	1	0	1	0
16577	5	0	0	1	0
16578	4	0	0	1	0
16579	4	0	0	1	1
16580	5	0	0	1	0
16581	5	0	0	1	0
16582	4	0	0	1	0
16583	5	1	1	0	0
16584	5	0	0	1	0
16585	5	0	0	1	0
16586	4	0	0	1	0
16587	5	0	1	1	1
16588	3	0	0	1	0
16589	5	0	0	1	0
16590	5	0	0	1	0
16591	5	1	1	1	0
16592	4	0	1	1	1
16593	5	0	1	1	0
16594	2	1	1	1	0
16595	5	0	1	1	0
16596	4	0	0	1	0
16597	5	0	1	1	0
16598	4	0	1	1	0
16599	5	0	0	1	0
16600	4	0	1	1	0
16601	5	0	0	1	0
16602	5	0	0	1	0
16603	4	0	1	1	0
16604	5	0	1	1	0
16605	5	0	1	1	0
16606	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
16607	4	0	1	1	0
16608	4	0	1	1	0
16609	5	0	1	1	0
16610	4	0	1	1	1
16611	5	0	0	1	0
16612	4	0	0	1	0
16613	5	0	0	1	0
16614	5	0	0	1	0
16615	4	0	1	1	0
16616	4	0	0	1	0
16617	4	0	0	1	0
16618	5	0	1	1	0
16619	5	1	1	1	0
16620	5	0	0	1	0
16621	5	0	0	1	0
16622	4	0	1	1	0
16623	5	0	1	1	1
16624	4	0	1	1	0
16625	5	0	0	1	0
16626	4	0	1	1	0
16627	5	0	0	0	0
16628	5	0	0	1	0
16629	4	0	1	1	0
16630	5	0	1	1	0
16631	5	0	0	1	0
16632	4	0	1	1	1
16633	4	0	0	1	0
16634	4	0	1	1	0
16635	5	1	1	1	1
16636	4	0	0	1	1
16637	4	0	1	1	0
16638	4	0	1	1	0
16639	5	0	0	1	0
16640	4	0	0	1	0
16641	4	0	0	1	0
16642	5	1	1	1	0
16643	3	1	0	1	0
16644	4	0	0	1	0
16645	5	0	1	1	0
16646	4	0	1	1	0
16647	5	0	0	1	0
16648	4	0	0	1	1
16649	5	0	1	1	0
16650	5	0	1	1	0
16651	5	0	0	1	0
16652	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
16653	5	0	1	1	0
16654	4	0	0	1	0
16655	5	0	0	1	0
16656	5	0	1	1	1
16657	4	0	0	1	0
16658	3	0	1	1	0
16659	4	0	1	1	1
16660	4	0	1	1	0
16661	4	1	0	1	0
16662	5	0	0	1	0
16663	5	0	0	1	0
16664	5	0	0	1	0
16665	3	1	1	1	0
16666	5	0	0	1	0
16667	5	0	0	1	0
16668	4	0	1	1	0
16669	3	0	0	1	0
16670	5	0	0	0	0
16671	5	0	0	1	0
16672	5	0	0	1	1
16673	5	0	0	1	0
16674	5	0	0	1	1
16675	4	0	0	1	0
16676	4	0	0	1	0
16677	4	0	0	1	0
16678	4	0	1	1	1
16679	4	0	0	1	0
16680	5	0	0	1	0
16681	4	0	1	1	0
16682	5	0	1	1	0
16683	5	0	0	1	0
16684	4	0	0	1	0
16685	4	0	1	1	0
16686	5	0	0	1	0
16687	4	0	1	1	0
16688	4	0	0	1	0
16689	4	1	1	1	0
16690	5	1	0	1	0
16691	4	0	1	1	0
16692	5	0	0	1	0
16693	5	0	0	1	0
16694	5	0	0	1	0
16695	5	0	1	1	0
16696	4	1	0	1	1
16697	5	0	0	1	1
16698	3	0	1	1	0

RandomID	D1	D2	D3	D4	D5
16699	5	1	0	1	0
16700	5	0	1	0	0
16701	5	0	0	1	0
16702	5	0	0	1	1
16703	4	0	1	1	0
16704	5	0	0	1	0
16705	5	0	1	1	0
16706	5	0	1	1	0
16707	5	0	1	1	0
16708	4	0	0	1	0
16709	4	0	0	1	0
16710	5	0	0	1	0
16711	5	0	0	1	0
16712	3	0	1	1	0
16713	5	0	0	1	0
16714	4	0	0	1	0
16715	3	0	0	1	0
16716	5	0	0	1	0
16717	5	0	1	1	0
16718	5	0	0	1	0
16719	3	0	0	1	0
16720	4	0	0	1	0
16721	4	0	1	1	0
16722	3	0	0	1	0
16723	5	0	0	1	0
16724	4	1	1	0	0
16725	4	0	0	1	0
16726	5	0	1	1	0
16727	5	0	0	1	0
16728	5	0	0	1	0
16729	3	1	1	1	0
16730	4	0	1	1	0
16731	4	0	1	1	0
16732	5	0	0	1	0
16733	5	0	0	1	0
16734	3	0	0	1	0
16735	5	0	0	1	0
16736	5	0	1	1	0
16737	5	0	1	1	0
16738	5	0	0	1	0
16739	4	1	0	1	0
16740	4	0	1	1	0
16741	4	1	1	1	0
16742	5	0	0	1	0
16743	5	0	1	0	1
16744	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
16745	4	0	0	1	0
16746	5	0	0	1	0
16747	5	0	1	1	0
16748	5	0	0	1	0
16749	4	0	0	1	0
16750	4	0	0	1	0
16751	4	0	0	1	0
16752	4	0	0	1	0
16753	5	1	0	1	0
16754	4	0	1	1	0
16755	5	0	1	1	0
16756	5	0	1	1	0
16757	5	0	1	1	0
16758	4	0	1	1	0
16759	5	0	0	1	0
16760	4	0	0	1	0
16761	4	0	1	1	0
16762	5	0	0	1	0
16763	5	0	0	1	0
16764	5	0	0	1	1
16765	3	0	1	1	0
16766	4	0	0	1	0
16767	5	1	0	1	0
16768	5	0	0	1	0
16769	4	0	1	1	0
16770	5	0	0	1	0
16771	5	0	0	1	0
16772	5	0	1	1	0
16773	5	0	1	1	1
16774	5	0	0	1	0
16775	4	0	0	1	0
16776	4	1	0	1	0
16777	4	0	1	1	0
16778	4	0	1	1	0
16779	5	0	0	1	0
16780	5	0	1	1	1
16781	5	0	0	1	0
16782	5	0	1	1	0
16783	5	0	1	1	0
16784	5	0	0	1	0
16785	5	0	1	1	1
16786	5	0	0	.	0
16787	5	0	0	1	1
16788	5	0	0	1	0
16789	4	0	1	1	1
16790	2	1	1	1	1

RandomID	D1	D2	D3	D4	D5
16791	4	0	1	1	0
16792	4	0	0	1	0
16793	5	0	0	1	0
16794	4	0	1	1	0
16795	5	1	1	1	0
16796	4	0	0	1	0
16797	5	0	0	1	0
16798	5	0	0	1	0
16799	5	0	0	1	0
16800	4	0	1	1	0
16801	3	0	0	1	0
16802	5	0	0	1	0
16803	3	0	0	1	0
16804	4	0	0	1	0
16805	4	0	0	1	0
16806	4	0	0	1	0
16807	5	0	0	1	0
16808	4	0	1	1	1
16809	5	0	1	1	0
16810	4	0	0	1	0
16811	5	0	1	1	0
16812	3	0	1	1	0
16813	5	0	0	1	0
16814	4	0	0	1	0
16815	4	1	1	1	0
16816	4	0	1	1	0
16817	4	0	0	1	0
16818	4	0	1	1	0
16819	5	0	0	1	1
16820	5	0	0	1	0
16821	5	0	0	0	0
16822	5	0	0	1	0
16823	4	0	1	1	0
16824	5	0	0	1	0
16825	4	0	1	1	0
16826	4	0	1	1	0
16827	5	1	1	1	1
16828	4	0	1	1	1
16829	5	0	0	1	0
16830	4	0	0	1	0
16831	5	0	0	1	0
16832	5	0	0	1	0
16833	4	0	1	1	0
16834	4	0	0	0	0
16835	5	0	1	1	1
16836	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
16837	5	0	0	1	0
16838	4	0	0	1	0
16839	4	0	1	1	0
16840	5	0	1	1	0
16841	4	0	1	1	0
16842	4	0	0	1	1
16843	5	0	0	1	0
16844	5	0	0	0	0
16845	5	0	0	1	0
16846	3	0	1	1	0
16847	5	0	1	1	0
16848	4	1	1	0	1
16849	3	0	0	1	0
16850	5	0	0	1	0
16851	3	0	0	1	0
16852	5	0	0	1	1
16853	5	1	1	1	0
16854	5	0	0	1	0
16855	4	0	0	1	0
16856	5	0	0	0	0
16857	5	0	0	1	0
16858	4	0	0	1	0
16859	4	0	0	1	0
16860	3	0	0	1	0
16861	4	0	0	1	0
16862	5	0	1	1	0
16863	4	0	0	1	0
16864	3	0	0	1	1
16865	4	0	0	1	0
16866	5	0	0	0	0
16867	5	0	0	1	0
16868	4	0	0	1	0
16869	4	0	1	1	1
16870	5	0	0	1	0
16871	5	0	1	1	0
16872	5	0	0	1	0
16873	4	0	0	1	0
16874	4	0	0	1	0
16875	3	0	0	1	0
16876	5	0	1	1	0
16877	5	0	1	1	1
16878	3	1	1	1	0
16879	4	0	0	1	0
16880	4	0	0	1	0
16881	4	0	1	1	0
16882	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
16883	5	0	1	0	0
16884	5	0	0	1	0
16885	5	0	1	1	0
16886	5	1	1	1	0
16887	4	0	0	1	0
16888	5	1	0	1	0
16889	4	0	1	1	1
16890	4	0	1	1	0
16891	5	0	0	1	0
16892	5	0	0	1	0
16893	4	0	1	1	0
16894	3	0	1	1	0
16895	5	0	1	1	0
16896	4	0	0	1	0
16897	5	0	0	1	0
16898	4	0	1	1	0
16899	4	0	0	1	0
16900	4	0	0	1	0
16901	5	1	1	1	0
16902	5	0	0	1	0
16903	4	0	1	1	1
16904	4	0	1	1	0
16905	4	0	0	1	0
16906	4	0	1	1	0
16907	5	0	0	1	0
16908	4	0	1	1	0
16909	4	0	1	1	0
16910	4	0	0	1	0
16911	5	0	0	1	0
16912	5	0	0	1	0
16913	5	0	1	1	0
16914	5	1	1	1	0
16915	4	0	0	1	0
16916	5	0	0	1	0
16917	3	0	1	1	0
16918	4	0	1	1	1
16919	5	0	0	1	0
16920	4	0	1	1	0
16921	4	0	1	1	1
16922	5	0	1	0	0
16923	5	0	0	1	0
16924	4	0	0	1	0
16925	4	0	0	1	0
16926	4	0	1	1	0
16927	4	0	1	1	0
16928	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
16929	5	0	0	1	0
16930	4	0	0	1	0
16931	4	0	0	1	0
16932	4	0	1	1	0
16933	3	0	0	1	0
16934	4	0	1	1	0
16935	4	1	1	1	0
16936	4	0	1	1	1
16937	5	0	0	1	0
16938	5	0	0	1	0
16939	5	0	1	1	1
16940	5	0	0	1	0
16941	5	0	0	1	1
16942	5	0	1	1	1
16943	5	0	1	1	0
16944	3	0	0	1	0
16945	5	0	0	1	0
16946	5	0	0	1	0
16947	5	0	0	1	0
16948	5	0	1	1	0
16949	4	0	1	1	0
16950	4	0	1	1	1
16951	4	0	0	1	0
16952	4	0	0	1	0
16953	5	0	1	1	0
16954	4	0	0	1	0
16955	5	0	1	1	0
16956	4	0	0	1	0
16957	5	0	1	1	0
16958	5	0	1	1	1
16959	5	0	0	1	0
16960	3	0	1	1	0
16961	5	0	0	1	0
16962	5	0	0	1	0
16963	4	0	1	1	0
16964	4	0	1	1	0
16965	4	0	0	1	0
16966	4	0	1	1	0
16967	4	0	1	1	0
16968	5	1	0	1	1
16969	5	1	1	1	0
16970	4	0	0	1	0
16971	3	0	0	1	0
16972	5	0	0	1	0
16973	4	0	0	1	0
16974	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
16975	4	0	0	1	1
16976	5	0	1	1	0
16977	5	0	1	1	0
16978	5	0	1	1	0
16979	4	1	1	1	0
16980	5	0	1	1	1
16981	4	0	0	1	0
16982	4	0	0	1	0
16983	5	0	1	1	0
16984	5	0	1	1	0
16985	5	0	1	1	1
16986	4	0	0	1	0
16987	5	0	0	1	0
16988	5	0	0	1	0
16989	4	0	1	1	1
16990	5	0	0	1	0
16991	4	0	0	1	0
16992	4	0	1	1	0
16993	5	0	0	1	1
16994	3	0	1	1	0
16995	5	0	0	1	0
16996	4	0	0	1	0
16997	5	0	0	0	0
16998	4	0	0	1	0
16999	5	0	1	1	0
17000	4	0	0	1	0
17001	4	0	1	1	0
17002	5	0	0	1	0
17003	5	0	1	1	0
17004	3	0	1	1	0
17005	5	0	0	1	0
17006	5	0	0	1	0
17007	4	0	1	1	0
17008	5	0	1	1	0
17009	3	0	1	1	0
17010	4	0	0	1	0
17011	5	0	0	1	0
17012	5	0	0	1	0
17013	3	0	0	1	1
17014	4	0	0	1	0
17015	5	0	1	1	0
17016	4	0	0	1	0
17017	4	0	0	1	0
17018	4	0	1	1	0
17019	4	0	0	1	0
17020	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
17021	5	0	0	1	0
17022	5	0	0	1	1
17023	5	0	0	1	0
17024	5	0	0	1	0
17025	4	0	0	1	0
17026	5	0	0	1	0
17027	4	0	1	1	0
17028	5	0	0	1	0
17029	4	1	0	1	0
17030	5	0	0	1	0
17031	4	0	1	1	1
17032	5	1	0	1	1
17033	4	0	1	1	0
17034	5	0	0	1	0
17035	.	.	.	.	.
17036	5	0	1	1	0
17037	3	0	0	1	0
17038	4	1	1	1	0
17039	5	0	1	1	0
17040	4	0	0	1	0
17041	4	0	1	1	0
17042	4	0	0	1	0
17043	4	0	0	1	0
17044	4	0	0	1	0
17045	5	0	1	1	0
17046	5	0	0	1	0
17047	5	0	0	1	0
17048	4	0	1	1	0
17049	4	0	0	1	0
17050	5	0	1	1	0
17051	5	0	1	1	0
17052	2	1	0	1	1
17053	5	0	0	1	0
17054	5	1	0	1	1
17055	5	0	0	1	0
17056	3	0	0	1	0
17057	5	0	1	1	0
17058	4	0	0	1	0
17059	5	0	0	1	0
17060	5	0	0	1	0
17061	5	0	1	1	0
17062	4	0	0	1	1
17063	5	0	0	1	0
17064	3	0	0	1	1
17065	5	0	1	1	0
17066	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
17067	5	0	0	1	0
17068	5	0	1	1	0
17069	5	0	0	1	0
17070	5	0	1	1	0
17071	4	1	1	1	0
17072	5	0	0	1	0
17073	5	0	1	1	1
17074	5	0	1	1	0
17075	5	0	0	1	0
17076	4	1	1	1	0
17077	5	0	0	1	0
17078	4	0	0	1	0
17079	4	0	0	1	0
17080	4	0	1	1	0
17081	5	0	0	1	0
17082	4	0	0	1	0
17083	5	0	0	1	0
17084	4	0	0	1	0
17085	5	0	1	1	0
17086	4	0	0	1	1
17087	5	0	1	1	0
17088	5	0	1	1	0
17089	5	0	0	1	0
17090	5	0	1	1	0
17091	4	0	1	1	1
17092	5	0	0	1	1
17093	5	0	0	1	0
17094	5	0	1	1	0
17095	4	0	0	1	0
17096	5	0	0	1	0
17097	4	0	1	1	0
17098	3	0	0	1	0
17099	5	0	1	1	0
17100	4	0	1	1	0
17101	4	1	1	1	0
17102	4	0	1	1	0
17103	5	0	0	1	0
17104	5	0	1	1	0
17105	5	0	0	1	0
17106	5	0	1	1	0
17107	3	0	1	1	0
17108	4	1	0	1	0
17109	5	0	0	1	0
17110	4	0	1	1	1
17111	5	1	0	1	0
17112	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
17113	5	0	0	1	0
17114	4	0	1	1	0
17115	4	0	1	1	0
17116	5	0	0	1	0
17117	4	0	0	1	0
17118	4	0	1	1	0
17119	4	0	0	1	0
17120	5	1	1	1	0
17121	5	0	0	1	0
17122	5	0	0	1	0
17123	5	0	1	1	0
17124	5	0	0	1	0
17125	5	0	1	1	0
17126	5	0	1	1	0
17127	5	0	0	1	1
17128	5	0	1	1	0
17129	5	0	0	1	0
17130	5	0	0	1	0
17131	5	1	1	1	0
17132	5	0	0	1	0
17133	5	0	1	1	0
17134	5	0	1	1	0
17135	5	0	0	1	1
17136	5	0	0	1	0
17137	5	1	0	1	0
17138	4	0	1	1	0
17139	5	0	1	1	0
17140	5	0	0	1	0
17141	5	0	0	1	1
17142	4	0	1	1	0
17143	5	0	0	1	0
17144	3	0	1	1	0
17145	4	1	0	1	0
17146	5	0	1	1	0
17147	4	0	0	1	0
17148	4	0	0	1	0
17149	5	0	1	1	1
17150	5	0	0	1	0
17151	5	0	0	1	0
17152	4	0	1	1	0
17153	5	0	1	1	0
17154	4	0	0	1	0
17155	5	0	0	1	0
17156	5	0	1	1	1
17157	4	0	1	1	0
17158	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
17159	5	0	0	1	0
17160	5	0	1	1	1
17161	4	0	1	1	0
17162	5	0	1	1	0
17163	5	0	0	1	1
17164	5	0	0	1	0
17165	5	0	0	1	1
17166	5	0	0	1	0
17167	5	0	0	1	0
17168	4	0	0	1	0
17169	5	0	0	1	0
17170	4	0	1	1	0
17171	5	0	0	1	0
17172	5	0	1	1	0
17173	5	0	1	1	0
17174	4	0	0	1	0
17175	5	0	0	1	0
17176	4	0	1	1	0
17177	4	0	0	1	0
17178	5	0	0	1	0
17179	5	0	0	1	0
17180	5	0	0	1	0
17181	4	0	1	1	0
17182	4	0	0	1	0
17183	4	0	0	1	0
17184	5	0	1	1	1
17185	5	0	0	1	0
17186	5	0	1	1	0
17187	5	1	1	1	0
17188	4	0	0	1	1
17189	5	0	0	1	0
17190	3	0	1	1	0
17191	4	0	1	1	0
17192	5	0	0	1	0
17193	5	0	1	1	0
17194	5	0	0	1	0
17195	4	0	0	1	0
17196	4	0	0	0	0
17197	5	0	0	1	0
17198	5	0	1	0	0
17199	5	0	1	1	0
17200	5	1	1	1	0
17201	4	0	0	1	0
17202	5	0	0	1	0
17203	5	0	0	1	0
17204	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
17205	5	0	0	1	0
17206	5	0	0	1	1
17207	5	0	1	1	0
17208	5	0	0	1	0
17209	5	0	0	1	0
17210	3	0	1	1	0
17211	4	0	0	1	0
17212	5	0	1	1	0
17213	5	0	0	1	0
17214	4	0	1	1	1
17215	5	0	1	1	1
17216	5	0	0	1	1
17217	5	0	0	1	0
17218	5	0	1	1	1
17219	5	0	0	1	0
17220	5	0	0	1	0
17221	5	0	1	1	0
17222	5	0	1	1	0
17223	5	0	1	1	0
17224	5	0	1	1	1
17225	4	0	1	1	0
17226	5	0	0	1	0
17227	5	0	1	1	0
17228	4	0	1	1	0
17229	4	0	1	1	0
17230	4	0	0	1	0
17231	5	0	0	1	0
17232	5	0	1	1	0
17233	4	0	1	1	0
17234	3	0	0	1	0
17235	5	0	0	1	0
17236	5	0	1	1	0
17237	5	1	1	0	1
17238	4	0	0	1	0
17239	5	0	1	1	0
17240	5	0	0	1	0
17241	4	0	0	1	0
17242	5	1	1	1	0
17243	4	0	0	1	0
17244	4	0	0	1	0
17245	4	0	0	1	0
17246	5	0	1	1	0
17247	4	0	1	1	0
17248	5	0	0	1	0
17249	4	0	0	1	0
17250	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
17251	2	1	1	1	0
17252	4	0	1	1	0
17253	5	0	1	1	1
17254	4	0	0	1	0
17255	5	0	0	1	1
17256	4	0	1	1	0
17257	3	1	0	1	0
17258	4	0	1	1	0
17259	3	0	1	1	0
17260	5	1	1	1	0
17261	4	1	0	1	0
17262	4	0	1	1	1
17263	5	0	0	1	0
17264	5	0	0	1	0
17265	5	0	0	1	0
17266	4	0	1	1	1
17267	5	0	0	1	0
17268	4	0	0	1	0
17269	5	0	0	0	1
17270	5	0	1	1	1
17271	5	0	0	1	1
17272	4	0	1	1	0
17273	4	0	1	1	0
17274	4	0	1	1	0
17275	4	0	0	1	0
17276	4	0	1	1	0
17277	4	0	0	1	0
17278	5	0	1	0	1
17279	4	0	0	1	0
17280	5	0	1	1	0
17281	5	0	0	1	0
17282	5	0	0	1	0
17283	4	0	1	1	0
17284	5	0	0	1	0
17285	5	0	0	1	0
17286	4	0	1	1	0
17287	5	0	0	1	0
17288	4	0	0	1	0
17289	5	0	0	1	0
17290	5	0	1	1	0
17291	5	0	0	1	0
17292	4	0	1	1	0
17293	5	0	0	1	0
17294	5	0	0	1	1
17295	5	0	0	1	0
17296	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
17297	5	0	1	1	0
17298	5	0	1	1	0
17299	4	0	0	1	0
17300	5	0	1	1	0
17301	5	0	0	1	0
17302	5	0	0	1	0
17303	4	0	1	1	0
17304	5	0	1	1	0
17305	5	0	1	1	1
17306	5	0	0	1	0
17307	4	0	1	1	0
17308	5	0	0	1	0
17309	5	1	1	1	0
17310	5	0	0	1	0
17311	4	0	1	1	1
17312	5	0	0	1	0
17313	4	0	1	1	0
17314	3	0	0	1	0
17315	5	0	1	1	0
17316	5	0	0	1	0
17317	4	0	1	1	0
17318	5	0	0	1	0
17319	4	0	0	1	0
17320	5	0	0	1	0
17321	5	0	1	1	0
17322	3	0	1	1	1
17323	5	0	0	1	0
17324	4	0	1	1	0
17325	3	0	0	1	0
17326	4	0	0	1	0
17327	5	0	0	1	0
17328	5	0	0	0	0
17329	4	0	1	1	0
17330	3	0	1	1	0
17331	5	0	1	1	0
17332	4	0	0	1	0
17333	4	1	0	1	0
17334	4	0	1	1	0
17335	5	0	1	1	1
17336	4	0	0	1	0
17337	4	0	1	1	0
17338	5	1	1	1	0
17339	5	0	1	1	0
17340	5	0	1	1	0
17341	4	0	0	1	0
17342	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
17343	5	0	0	1	0
17344	5	0	0	1	0
17345	5	0	0	1	0
17346	5	0	0	1	0
17347	5	0	0	1	0
17348	5	0	0	1	0
17349	5	0	0	1	0
17350	4	0	0	1	0
17351	4	0	0	1	0
17352	5	0	0	1	0
17353	5	0	0	1	0
17354	4	0	0	1	0
17355	5	0	1	1	0
17356	5	0	0	1	0
17357	4	0	0	1	0
17358	5	0	1	1	1
17359	4	0	0	1	0
17360	5	0	0	0	0
17361	5	0	0	0	0
17362	4	0	0	1	1
17363	3	0	0	1	0
17364	4	0	1	1	0
17365	5	0	1	1	0
17366	5	0	1	1	0
17367	4	0	1	1	0
17368	5	0	0	1	0
17369	4	0	0	1	0
17370	4	0	1	1	0
17371	3	0	0	1	0
17372	4	0	1	1	0
17373	5	0	1	1	0
17374	4	0	1	1	0
17375	5	0	0	1	0
17376	5	0	0	1	0
17377	4	0	0	1	0
17378	5	0	1	1	0
17379	5	0	1	1	1
17380	4	1	0	1	0
17381	5	0	0	1	0
17382	5	0	0	1	0
17383	5	0	1	1	1
17384	5	0	1	1	0
17385	4	0	0	1	0
17386	4	0	0	1	0
17387	5	0	1	1	0
17388	4	1	1	1	0

RandomID	D1	D2	D3	D4	D5
17389	5	0	0	1	0
17390	4	0	1	1	0
17391	4	1	0	1	0
17392	4	0	1	1	1
17393	5	0	1	1	0
17394	5	0	0	1	0
17395	4	0	1	1	0
17396	4	0	0	1	0
17397	4	0	1	1	0
17398	4	0	1	1	0
17399	5	0	0	1	0
17400	4	0	0	0	0
17401	4	0	0	1	1
17402	4	0	0	1	0
17403	3	1	0	1	0
17404	4	1	1	0	0
17405	5	0	0	1	0
17406	4	0	1	1	0
17407	4	0	0	1	0
17408	4	0	0	1	1
17409	5	0	1	1	1
17410	4	0	1	1	0
17411	4	0	0	1	1
17412	5	0	0	1	0
17413	4	0	0	1	0
17414	4	0	1	1	0
17415	4	0	0	1	0
17416	5	0	0	1	1
17417	5	0	0	1	0
17418	4	0	1	1	1
17419	4	0	1	1	0
17420	5	0	0	1	0
17421	5	0	1	1	0
17422	5	0	0	1	1
17423	5	0	0	1	0
17424	5	0	1	1	1
17425	5	0	0	1	0
17426	5	0	0	1	0
17427	5	0	1	1	0
17428	4	0	0	1	0
17429	4	0	0	1	0
17430	4	0	1	1	0
17431	5	0	0	1	0
17432	4	0	1	1	0
17433	5	1	1	1	0
17434	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
17435	4	1	0	1	0
17436	3	1	0	1	0
17437	5	0	0	1	0
17438	5	0	0	1	0
17439	3	0	1	1	0
17440	5	0	1	1	0
17441	4	0	1	1	0
17442	5	0	1	1	0
17443	4	0	0	1	0
17444	5	0	1	1	0
17445	5	0	0	1	0
17446	3	1	1	1	0
17447	4	0	0	1	0
17448	4	0	1	1	1
17449	4	0	0	1	0
17450	4	0	0	1	0
17451	5	0	0	1	0
17452	4	0	0	1	0
17453	5	0	1	1	0
17454	5	0	1	1	0
17455	5	0	1	1	0
17456	5	1	0	1	0
17457	5	0	0	1	1
17458	5	0	0	1	0
17459	4	0	1	1	1
17460	3	0	1	1	0
17461	4	0	0	1	0
17462	4	0	0	1	0
17463	4	0	1	1	0
17464	5	0	1	1	0
17465	5	1	0	0	0
17466	4	1	1	1	0
17467	5	0	0	1	1
17468	5	0	1	1	0
17469	5	0	1	1	0
17470	4	0	1	1	0
17471	5	0	1	1	0
17472	5	0	0	1	0
17473	5	0	1	1	0
17474	4	0	0	1	0
17475	5	0	0	1	0
17476	5	0	0	1	0
17477	4	0	1	1	1
17478	5	0	1	1	1
17479	5	0	0	1	0
17480	4	1	1	1	0

RandomID	D1	D2	D3	D4	D5
17481	3	0	0	1	0
17482	5	0	1	1	0
17483	4	0	1	1	0
17484	5	0	1	1	0
17485	2	0	0	1	0
17486	4	0	1	1	1
17487	4	0	0	1	1
17488	5	0	1	1	1
17489	4	0	1	1	0
17490	4	0	0	1	0
17491	4	0	0	1	0
17492	5	0	0	1	0
17493	4	0	0	1	0
17494	4	0	0	1	0
17495	4	0	1	1	0
17496	5	0	0	1	0
17497	4	0	0	1	0
17498	4	0	1	1	0
17499	4	0	1	1	0
17500	5	0	0	1	0
17501	5	0	0	1	0
17502	5	0	0	1	0
17503	4	1	1	1	0
17504	5	1	0	1	1
17505	5	0	0	1	0
17506	5	0	1	1	1
17507	5	0	0	1	0
17508	5	0	1	1	0
17509	4	0	0	1	0
17510	5	0	0	1	0
17511	5	0	1	1	0
17512	4	0	0	1	0
17513	5	0	1	1	0
17514	4	0	0	1	0
17515	4	0	1	1	0
17516	4	0	0	1	0
17517	4	0	1	1	0
17518	4	0	0	1	0
17519	4	0	0	1	0
17520	3	0	1	1	0
17521	5	0	0	1	0
17522	4	0	1	1	0
17523	5	0	0	1	0
17524	5	0	0	1	0
17525	4	0	0	1	0
17526	4	0	1	0	0

RandomID	D1	D2	D3	D4	D5
17527	4	0	1	1	0
17528	4	0	0	1	0
17529	4	0	0	1	0
17530	5	0	0	1	1
17531	3	0	0	1	0
17532	5	1	1	1	0
17533	5	0	1	1	0
17534	5	0	1	1	1
17535	4	0	1	1	0
17536	5	0	1	1	0
17537	5	0	1	1	0
17538	4	0	0	1	0
17539	4	1	0	1	0
17540	5	0	0	1	0
17541	5	0	1	1	1
17542	5	0	1	1	0
17543	5	0	0	1	0
17544	4	0	0	1	0
17545	5	0	1	1	0
17546	4	0	1	1	0
17547	5	0	1	1	0
17548	3	0	1	1	0
17549	4	0	0	1	0
17550	5	0	1	1	0
17551	5	0	1	1	0
17552	5	1	1	1	1
17553	5	1	0	1	0
17554	5	0	0	1	0
17555	4	0	1	1	0
17556	5	0	0	1	0
17557	5	0	0	1	0
17558	4	0	1	1	0
17559	4	0	0	1	0
17560	3	0	0	1	0
17561	4	0	1	1	0
17562	4	0	1	1	0
17563	5	0	0	1	0
17564	3	0	0	1	0
17565	5	0	0	1	0
17566	4	0	0	1	0
17567	4	0	1	1	0
17568	4	0	0	1	0
17569	4	0	0	1	0
17570	4	1	1	1	0
17571	3	0	0	1	0
17572	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
17573	2	1	1	1	1
17574	4	0	0	1	0
17575	5	0	1	1	0
17576	4	0	0	1	0
17577	5	0	1	1	0
17578	4	0	1	1	0
17579	5	0	0	1	0
17580	5	0	1	1	1
17581	5	0	1	1	0
17582	4	0	0	1	0
17583	4	0	0	1	0
17584	5	0	1	1	0
17585	5	0	1	1	0
17586	4	0	1	1	0
17587	5	0	1	0	0
17588	5	0	0	1	0
17589	5	0	0	1	0
17590	4	0	0	1	0
17591	5	0	0	1	0
17592	5	0	0	1	0
17593	4	0	1	1	0
17594	3	1	1	1	0
17595	5	0	1	1	0
17596	5	0	0	1	1
17597	5	0	1	1	0
17598	5	0	1	1	0
17599	5	0	1	1	1
17600	4	0	1	1	0
17601	5	0	0	1	0
17602	4	0	1	1	0
17603	5	0	1	1	0
17604	5	0	0	1	1
17605	4	0	1	1	1
17606	4	0	1	1	0
17607	2	1	0	1	0
17608	4	0	0	1	0
17609	5	0	0	1	0
17610	4	0	0	1	0
17611	5	0	1	1	0
17612	5	0	1	1	0
17613	5	0	1	1	0
17614	4	0	0	1	0
17615	5	0	0	1	1
17616	5	0	1	1	0
17617	5	0	0	1	0
17618	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
17619	5	0	1	1	1
17620	3	0	1	1	0
17621	3	0	1	1	0
17622	5	0	0	1	0
17623	5	1	0	1	0
17624	5	1	1	1	1
17625	4	0	0	1	0
17626	5	0	0	1	0
17627	5	0	1	1	0
17628	5	0	0	1	0
17629	5	0	0	1	0
17630	5	1	1	1	0
17631	5	0	0	1	0
17632	5	0	1	1	0
17633	5	1	1	0	0
17634	4	1	0	1	0
17635	4	0	0	1	0
17636	5	0	0	1	0
17637	5	0	0	1	1
17638	4	0	1	1	0
17639	4	0	0	1	0
17640	5	1	1	1	0
17641	4	0	1	1	0
17642	4	0	0	1	0
17643	5	1	1	1	0
17644	5	0	1	1	0
17645	5	0	1	1	0
17646	5	0	0	1	0
17647	5	0	1	1	0
17648	4	0	0	1	0
17649	5	0	1	1	0
17650	4	0	1	1	1
17651	4	0	1	1	0
17652	4	0	0	1	0
17653	5	0	1	1	0
17654	4	0	1	1	0
17655	4	0	0	1	0
17656	4	0	1	1	1
17657	5	0	0	1	0
17658	4	0	0	1	0
17659	5	0	1	1	0
17660	5	0	1	1	0
17661	5	0	1	1	0
17662	4	0	1	1	1
17663	5	0	0	1	0
17664	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
17665	5	0	0	1	0
17666	5	0	1	1	0
17667	4	0	1	1	0
17668	4	0	0	1	0
17669	5	0	0	1	0
17670	5	0	0	1	0
17671	4	0	0	1	0
17672	4	0	0	1	0
17673	5	1	0	1	1
17674	4	0	0	1	0
17675	4	0	0	1	0
17676	4	0	1	1	0
17677	5	0	0	1	0
17678	5	0	1	1	0
17679	5	0	0	1	1
17680	5	0	1	1	0
17681	5	1	1	1	0
17682	3	0	1	1	0
17683	5	0	0	1	1
17684	5	0	0	1	0
17685	4	0	1	1	1
17686	4	0	1	1	1
17687	4	0	1	1	1
17688	5	0	1	1	0
17689	5	0	0	1	0
17690	3	0	1	1	0
17691	5	0	0	1	0
17692	5	0	0	1	0
17693	4	0	1	1	0
17694	5	0	1	1	0
17695	5	0	1	1	0
17696	4	0	1	1	0
17697	4	0	0	1	0
17698	5	0	0	1	0
17699	4	0	0	1	0
17700	4	0	1	1	0
17701	5	0	1	1	0
17702	5	0	0	1	0
17703	5	0	0	1	0
17704	5	0	1	1	0
17705	4	0	0	1	0
17706	5	0	0	1	1
17707	4	0	1	1	0
17708	4	0	0	1	0
17709	5	0	0	1	0
17710	4	1	1	1	0

RandomID	D1	D2	D3	D4	D5
17711	4	0	0	1	0
17712	3	0	0	1	1
17713	4	0	1	1	1
17714	4	0	1	1	0
17715	5	0	1	1	0
17716	4	0	0	1	0
17717	5	0	1	1	0
17718	5	0	0	1	0
17719	5	0	0	1	1
17720	4	0	0	1	0
17721	5	0	1	1	0
17722	5	0	0	1	1
17723	5	0	0	1	0
17724	4	0	0	1	0
17725	5	0	1	1	0
17726	5	0	0	1	0
17727	5	0	0	1	0
17728	5	0	1	1	0
17729	4	0	0	1	0
17730	5	0	1	1	0
17731	5	0	1	1	0
17732	3	0	0	1	0
17733	5	0	0	1	0
17734	5	1	1	1	0
17735	5	0	1	1	0
17736	3	0	0	1	0
17737	5	0	0	1	0
17738	5	0	0	1	0
17739	4	0	0	1	0
17740	5	0	0	1	1
17741	5	0	1	1	0
17742	5	1	1	1	0
17743	5	0	1	1	1
17744	4	0	0	1	0
17745	5	0	1	1	0
17746	5	0	0	1	0
17747	4	0	1	1	0
17748	4	0	0	1	0
17749	4	0	0	1	0
17750	5	0	0	1	0
17751	4	0	1	1	0
17752	4	0	1	1	0
17753	5	0	1	1	0
17754	5	0	0	1	0
17755	5	1	0	1	1
17756	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
17757	5	0	1	1	0
17758	5	0	0	1	0
17759	5	0	0	1	0
17760	5	0	0	1	0
17761	5	0	0	1	0
17762	5	0	1	1	0
17763	5	0	0	1	0
17764	5	0	1	1	0
17765	5	0	0	1	0
17766	5	1	0	1	0
17767	4	0	0	1	0
17768	4	0	1	1	1
17769	4	0	0	1	0
17770	4	0	1	1	0
17771	5	0	1	1	0
17772	4	1	0	1	0
17773	5	0	0	1	1
17774	5	0	1	1	0
17775	4	0	0	1	0
17776	5	0	0	1	0
17777	4	1	1	1	0
17778	5	0	0	1	0
17779	4	0	0	1	0
17780	4	0	1	1	1
17781	4	0	1	1	0
17782	5	1	1	1	0
17783	4	0	1	1	0
17784	5	0	0	1	0
17785	4	0	0	1	0
17786	4	0	0	1	0
17787	5	0	1	1	0
17788	4	0	0	1	0
17789	5	1	1	1	0
17790	4	0	0	1	1
17791	5	0	1	1	0
17792	5	0	0	0	0
17793	4	0	0	1	1
17794	4	0	1	1	0
17795	4	0	0	1	0
17796	4	0	1	1	0
17797	4	0	1	1	0
17798	4	0	1	1	0
17799	4	0	0	1	0
17800	5	0	0	1	0
17801	5	0	1	1	0
17802	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
17803	5	0	0	1	0
17804	5	0	1	1	0
17805	5	0	0	1	0
17806	5	1	0	1	0
17807	5	1	1	1	0
17808	5	0	1	1	0
17809	4	0	0	1	0
17810	5	0	0	1	0
17811	4	0	0	1	0
17812	5	0	1	1	0
17813	4	1	0	1	0
17814	4	0	1	1	0
17815	5	0	0	1	0
17816	5	0	1	1	0
17817	5	0	0	1	0
17818	5	0	1	1	0
17819	5	0	0	1	1
17820	5	0	1	1	0
17821	4	0	0	1	0
17822	5	0	1	1	0
17823	4	1	1	1	0
17824	4	0	1	1	0
17825	5	0	0	1	0
17826	4	0	0	1	0
17827	4	1	1	1	1
17828	5	0	1	1	0
17829	2	0	1	1	0
17830	5	0	1	1	0
17831	4	0	0	1	0
17832	4	0	1	1	0
17833	5	0	1	1	1
17834	5	1	1	1	1
17835	5	0	1	1	0
17836	5	0	1	1	0
17837	5	0	0	1	0
17838	5	0	0	1	0
17839	5	0	0	1	0
17840	4	0	1	1	0
17841	5	0	1	1	0
17842	4	0	1	1	0
17843	5	0	0	1	0
17844	5	1	1	1	0
17845	5	0	1	1	0
17846	5	1	1	1	0
17847	4	1	1	1	1
17848	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
17849	5	0	1	1	0
17850	5	0	0	1	0
17851	4	0	1	1	0
17852	4	0	1	1	0
17853	4	0	0	1	0
17854	5	0	1	1	0
17855	5	0	0	1	1
17856	5	1	0	0	0
17857	4	0	0	1	0
17858	5	0	1	1	0
17859	3	0	1	1	0
17860	5	0	1	1	0
17861	4	1	1	1	0
17862	4	0	0	1	0
17863	5	0	0	1	0
17864	5	0	0	0	0
17865	5	0	0	1	0
17866	5	0	0	1	0
17867	5	0	0	1	0
17868	5	0	0	1	0
17869	5	1	0	1	0
17870	5	0	0	1	0
17871	3	0	0	1	0
17872	4	0	1	1	0
17873	5	0	0	1	0
17874	4	0	0	1	0
17875	5	0	1	1	0
17876	5	0	0	1	0
17877	5	0	0	1	0
17878	5	0	0	1	1
17879	5	0	0	1	0
17880	3	0	0	1	0
17881	4	0	1	1	0
17882	3	0	1	1	0
17883	5	0	0	0	0
17884	4	0	0	1	0
17885	4	0	1	1	1
17886	4	0	1	1	0
17887	4	0	1	1	0
17888	5	1	1	1	1
17889	4	0	0	1	0
17890	4	0	0	1	0
17891	4	0	1	1	0
17892	5	0	0	1	0
17893	5	0	1	1	0
17894	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
17895	4	0	1	1	0
17896	4	0	1	1	0
17897	4	0	1	1	0
17898	4	0	0	1	0
17899	4	0	0	1	0
17900	5	0	0	1	0
17901	4	0	1	1	1
17902	5	0	1	1	0
17903	4	0	0	1	0
17904	4	0	0	1	0
17905	5	0	0	1	0
17906	4	0	0	1	1
17907	5	1	0	1	0
17908	4	0	0	1	0
17909	4	1	1	1	0
17910	5	0	1	0	0
17911	4	0	0	1	0
17912	4	0	0	1	0
17913	5	0	1	1	0
17914	4	0	0	1	0
17915	4	0	1	1	0
17916	4	0	1	1	0
17917	4	0	1	1	0
17918	5	0	1	1	0
17919	5	0	0	1	0
17920	5	0	1	1	0
17921	4	1	1	1	0
17922	5	0	0	1	0
17923	4	0	0	1	0
17924	5	0	0	1	0
17925	5	0	1	1	0
17926	5	0	1	1	1
17927	5	0	1	1	0
17928	4	0	1	1	0
17929	4	0	1	1	0
17930	5	0	1	1	0
17931	5	0	0	1	0
17932	5	0	1	1	0
17933	4	1	1	1	1
17934	5	0	0	1	1
17935	5	1	0	1	1
17936	4	0	0	1	0
17937	5	0	0	1	0
17938	4	0	1	1	0
17939	4	0	1	1	0
17940	3	1	1	1	0

RandomID	D1	D2	D3	D4	D5
17941	4	0	0	1	0
17942	.	.	.	.	.
17943	4	0	0	1	0
17944	4	0	0	1	0
17945	4	0	1	1	0
17946	3	0	1	1	0
17947	4	0	1	1	0
17948	5	0	0	1	0
17949	4	0	1	1	1
17950	5	0	0	1	0
17951	4	0	0	1	0
17952	5	1	0	1	0
17953	5	0	0	1	0
17954	5	0	1	1	0
17955	4	0	1	1	0
17956	4	0	0	1	1
17957	4	0	1	1	0
17958	5	0	1	1	0
17959	5	0	0	1	0
17960	4	0	1	1	0
17961	3	0	1	1	0
17962	4	0	0	1	0
17963	4	0	1	1	0
17964	5	0	1	1	0
17965	5	0	0	1	1
17966	4	0	0	1	0
17967	4	0	0	1	1
17968	5	1	1	1	0
17969	4	0	0	1	0
17970	5	0	1	1	0
17971	4	0	1	1	0
17972	3	0	1	1	0
17973	5	0	0	1	0
17974	5	0	0	0	0
17975	5	0	0	1	0
17976	4	0	1	1	0
17977	5	0	1	1	0
17978	4	0	0	1	0
17979	5	0	1	1	0
17980	5	0	1	1	0
17981	5	0	1	1	0
17982	5	0	0	1	0
17983	5	0	0	1	0
17984	5	0	1	1	0
17985	3	0	1	1	0
17986	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
17987	5	0	0	1	0
17988	4	0	0	1	0
17989	2	1	1	1	1
17990	5	0	1	1	0
17991	4	0	0	1	0
17992	5	0	0	1	1
17993	4	0	0	1	0
17994	5	1	0	1	0
17995	5	0	0	1	0
17996	5	0	1	1	0
17997	5	0	1	1	0
17998	5	0	0	1	0
17999	5	0	1	1	0
18000	4	0	1	1	0
18001	5	0	0	0	0
18002	5	0	0	1	0
18003	5	0	0	1	0
18004	5	0	1	1	0
18005	5	0	0	1	0
18006	5	0	1	1	0
18007	5	0	0	1	0
18008	4	0	0	0	0
18009	5	0	0	1	0
18010	5	0	0	1	0
18011	4	0	1	1	1
18012	.	.	.	.	.
18013	4	1	1	0	1
18014	4	0	0	1	0
18015	5	0	0	1	1
18016	4	0	1	1	1
18017	4	0	1	1	0
18018	4	0	1	1	1
18019	4	0	0	1	0
18020	4	0	1	1	0
18021	5	0	1	1	0
18022	4	0	0	1	0
18023	4	0	1	1	0
18024	3	0	0	1	0
18025	5	0	1	1	0
18026	4	0	1	1	0
18027	4	0	1	1	0
18028	4	0	0	1	0
18029	3	0	0	1	0
18030	5	0	1	1	0
18031	5	0	0	1	0
18032	4	0	1	0	0

RandomID	D1	D2	D3	D4	D5
18033	5	0	1	1	0
18034	5	0	0	0	0
18035	5	0	0	1	0
18036	4	0	0	1	0
18037	4	0	1	1	0
18038	5	0	0	1	0
18039	4	0	1	1	0
18040	5	0	0	1	0
18041	3	0	0	1	0
18042	5	0	0	1	1
18043	3	0	1	1	1
18044	5	1	0	1	1
18045	3	0	0	1	0
18046	5	1	1	1	1
18047	5	0	0	1	0
18048	5	0	1	1	0
18049	4	0	0	1	0
18050	3	0	0	1	0
18051	5	0	0	1	0
18052	4	0	1	1	0
18053	5	0	0	1	0
18054	5	0	1	1	1
18055	5	0	0	1	0
18056	4	0	0	1	0
18057	4	0	0	1	0
18058	5	0	1	1	0
18059	5	0	0	1	0
18060	5	0	0	1	0
18061	4	0	0	1	0
18062	4	0	1	1	0
18063	5	1	0	1	0
18064	5	0	0	1	1
18065	4	0	0	1	0
18066	5	0	0	1	1
18067	5	0	1	1	0
18068	5	0	1	1	1
18069	5	0	0	1	0
18070	5	0	0	1	0
18071	4	0	1	1	0
18072	5	0	0	1	0
18073	4	0	1	1	0
18074	5	0	0	1	0
18075	5	0	1	1	0
18076	5	0	1	1	0
18077	5	0	0	1	0
18078	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
18079	4	0	1	1	0
18080	4	0	0	1	0
18081	5	0	1	1	1
18082	4	0	1	1	0
18083	5	0	1	1	0
18084	5	0	0	1	0
18085	5	0	1	1	0
18086	5	0	0	1	0
18087	4	0	1	1	0
18088	5	0	0	1	0
18089	5	0	1	1	0
18090	5	0	1	1	0
18091	5	1	0	1	0
18092	5	0	0	1	0
18093	5	0	1	0	0
18094	4	0	1	0	0
18095	5	0	1	1	0
18096	4	0	0	1	0
18097	5	0	1	1	0
18098	4	0	0	1	0
18099	5	0	0	1	0
18100	3	1	1	1	0
18101	5	0	0	1	0
18102	5	0	0	1	0
18103	4	0	0	1	0
18104	5	0	0	1	0
18105	4	0	1	1	0
18106	4	0	0	1	0
18107	5	0	1	1	0
18108	4	0	0	1	0
18109	5	0	1	1	0
18110	5	0	0	0	0
18111	4	0	0	1	0
18112	5	0	1	1	1
18113	4	0	1	1	0
18114	4	0	0	1	0
18115	5	0	0	1	0
18116	5	0	0	1	0
18117	5	0	0	1	0
18118	4	0	1	1	1
18119	4	0	0	1	0
18120	4	1	1	1	1
18121	4	0	0	1	0
18122	5	0	0	1	0
18123	4	0	0	1	0
18124	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
18125	4	0	1	1	0
18126	5	0	0	1	0
18127	4	0	1	1	0
18128	4	0	0	1	0
18129	5	0	0	1	1
18130	5	1	1	1	0
18131	5	0	0	1	0
18132	5	0	0	1	0
18133	4	1	0	1	0
18134	5	0	0	1	0
18135	5	0	0	1	0
18136	4	0	1	1	0
18137	5	0	0	1	1
18138	4	0	0	1	0
18139	5	0	0	1	0
18140	5	0	0	1	0
18141	4	0	1	1	0
18142	5	0	0	1	0
18143	5	0	1	1	0
18144	5	0	1	1	0
18145	5	0	0	1	0
18146	3	0	0	1	0
18147	5	0	1	1	0
18148	4	0	0	1	0
18149	5	0	1	1	0
18150	5	0	0	1	0
18151	5	0	0	1	0
18152	4	0	1	1	0
18153	4	1	1	1	1
18154	3	0	1	1	0
18155	5	0	1	1	0
18156	4	0	1	1	0
18157	5	0	1	1	0
18158	3	0	1	1	1
18159	5	0	0	1	0
18160	5	0	0	1	0
18161	5	0	0	1	1
18162	5	0	0	1	0
18163	4	0	1	1	0
18164	4	0	0	1	0
18165	5	0	0	1	1
18166	3	0	0	1	0
18167	4	0	1	1	0
18168	5	0	1	1	0
18169	4	0	1	1	1
18170	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
18171	4	0	0	1	0
18172	4	0	1	1	0
18173	4	0	1	1	0
18174	4	0	1	1	0
18175	4	0	0	1	0
18176	5	0	0	0	0
18177	4	0	0	1	0
18178	5	0	0	1	0
18179	3	0	0	1	0
18180	5	0	0	1	0
18181	5	0	1	1	1
18182	5	1	1	1	1
18183	5	0	1	1	0
18184	4	0	0	1	0
18185	4	0	1	1	0
18186	.	.	.	.	.
18187	5	0	0	1	0
18188	5	0	1	1	1
18189	5	0	1	1	1
18190	4	0	0	1	1
18191	5	0	1	1	0
18192	5	0	1	1	0
18193	3	0	0	1	0
18194	5	0	0	1	0
18195	4	0	1	1	0
18196	5	0	0	1	0
18197	5	0	1	1	0
18198	5	0	1	1	0
18199	5	0	0	1	0
18200	5	0	0	1	0
18201	4	1	1	1	1
18202	5	0	1	1	1
18203	5	0	0	1	0
18204	5	0	0	1	0
18205	4	1	1	1	0
18206	5	0	1	1	0
18207	5	0	1	1	0
18208	4	1	1	1	0
18209	5	1	1	1	0
18210	5	0	0	1	0
18211	4	0	0	1	0
18212	4	0	1	1	0
18213	4	0	1	1	0
18214	5	0	0	1	0
18215	4	0	1	1	0
18216	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
18217	5	0	1	1	0
18218	4	0	1	1	0
18219	5	0	0	1	0
18220	5	1	0	1	1
18221	5	0	0	1	0
18222	4	0	0	1	0
18223	5	1	1	1	0
18224	4	0	1	1	0
18225	4	0	1	1	0
18226	5	0	0	1	0
18227	5	0	0	1	0
18228	4	1	0	1	0
18229	4	0	1	1	0
18230	2	0	1	1	1
18231	4	0	0	1	1
18232	4	0	1	1	0
18233	5	0	0	1	0
18234	5	0	1	1	0
18235	5	0	1	1	1
18236	5	1	0	1	1
18237	4	0	0	1	0
18238	4	0	1	1	0
18239	4	0	0	1	0
18240	3	0	0	1	0
18241	5	0	0	1	0
18242	5	0	0	1	0
18243	4	0	0	1	0
18244	5	0	0	1	0
18245	5	0	1	1	0
18246	5	0	1	1	0
18247	3	0	0	1	0
18248	5	0	0	1	0
18249	5	0	1	1	0
18250	5	0	0	1	0
18251	5	0	0	1	0
18252	5	0	0	1	0
18253	4	0	1	1	0
18254	5	0	1	1	0
18255	4	0	0	1	0
18256	5	0	1	1	0
18257	5	1	1	1	0
18258	4	1	1	1	0
18259	.	.	.	.	.
18260	5	0	0	1	0
18261	4	0	0	1	0
18262	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
18263	4	0	0	1	0
18264	5	0	0	1	0
18265	4	0	0	1	0
18266	4	0	1	1	0
18267	5	0	0	1	0
18268	5	0	1	1	0
18269	5	0	1	1	0
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18272	5	0	0	1	0
18273	4	0	0	1	0
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18278	5	1	0	1	0
18279	4	0	1	1	0
18280	5	0	0	1	0
18281	4	0	0	1	0
18282	4	0	1	1	1
18283	5	0	0	1	0
18284	3	1	1	1	1
18285	4	0	1	1	1
18286	4	0	0	1	0
18287	5	0	0	1	0
18288	4	0	1	1	0
18289	5	0	1	1	0
18290	5	0	1	1	0
18291	5	0	1	1	0
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18293	4	0	0	1	0
18294	5	0	1	1	0
18295	5	0	1	1	0
18296	4	0	0	1	0
18297	4	0	0	1	0
18298	5	0	0	1	0
18299	4	0	0	1	0
18300	5	0	1	1	0
18301	4	0	0	1	1
18302	4	0	0	1	1
18303	5	0	1	1	0
18304	4	1	0	1	0
18305	5	0	1	1	0
18306	4	0	1	1	1
18307	4	0	1	1	1
18308	5	1	1	1	1

RandomID	D1	D2	D3	D4	D5
18309	4	1	1	1	1
18310	5	0	0	1	1
18311	5	0	1	1	0
18312	5	0	1	1	0
18313	4	0	1	1	0
18314	5	0	1	1	0
18315	4	0	0	1	0
18316	4	0	0	1	0
18317	5	0	0	1	0
18318	5	0	1	1	1
18319	5	0	1	1	1
18320	5	0	0	1	0
18321	5	0	0	1	0
18322	5	0	1	1	0
18323	4	0	0	1	0
18324	5	0	0	1	0
18325	5	0	1	1	0
18326	3	0	1	1	1
18327	4	1	0	1	0
18328	5	0	0	1	0
18329	5	1	0	1	0
18330	5	0	1	1	0
18331	4	0	0	1	1
18332	5	0	0	1	0
18333	1	0	1	0	1
18334	3	0	0	1	0
18335	3	0	0	1	0
18336	5	0	0	1	0
18337	5	0	1	1	0
18338	5	0	1	1	1
18339	5	0	0	1	0
18340	4	0	0	1	0
18341	4	0	0	1	0
18342	4	1	0	1	0
18343	4	0	1	1	0
18344	3	0	1	1	0
18345	4	0	0	1	0
18346	4	0	1	1	0
18347	5	0	0	1	0
18348	5	0	1	1	1
18349	5	0	0	1	1
18350	5	0	0	1	0
18351	5	0	1	1	1
18352	5	0	0	1	0
18353	3	1	1	1	0
18354	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
18355	4	0	0	1	0
18356	5	0	0	1	0
18357	4	1	1	1	0
18358	5	0	0	1	0
18359	5	0	0	1	0
18360	4	0	0	1	0
18361	5	0	0	1	0
18362	5	0	1	1	0
18363	4	0	0	1	0
18364	5	0	1	1	0
18365	4	0	1	1	0
18366	5	0	1	1	0
18367	5	0	1	1	0
18368	4	0	1	1	0
18369	5	0	0	1	1
18370	5	0	0	1	0
18371	4	0	0	1	0
18372	5	0	0	1	0
18373	4	0	0	1	0
18374	5	0	1	1	0
18375	5	0	0	1	0
18376	5	0	1	1	0
18377	4	0	0	1	1
18378	3	0	1	1	0
18379	4	0	1	1	0
18380	4	0	0	1	0
18381	5	0	1	1	0
18382	5	0	0	1	0
18383	5	0	1	1	0
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18385	5	0	0	1	0
18386	5	0	0	1	0
18387	4	0	1	1	0
18388	3	0	1	1	0
18389	5	1	0	1	0
18390	4	0	0	1	0
18391	5	1	0	1	1
18392	4	0	0	1	0
18393	5	0	1	1	0
18394	5	0	0	1	0
18395	4	0	0	1	1
18396	3	0	1	1	0
18397	5	0	1	1	0
18398	5	0	0	1	0
18399	4	0	1	1	0
18400	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
18401	5	0	1	1	0
18402	4	0	1	1	0
18403	4	1	1	1	1
18404	5	0	1	1	1
18405	5	0	0	1	0
18406	5	1	0	1	0
18407	4	0	0	1	0
18408	5	0	0	1	0
18409	3	0	0	1	0
18410	5	0	0	1	1
18411	5	0	0	1	0
18412	4	0	0	1	0
18413	5	0	0	1	0
18414	5	0	0	1	0
18415	5	0	0	1	0
18416	5	0	1	1	0
18417	4	0	0	1	0
18418	4	0	0	1	0
18419	4	0	0	1	0
18420	4	0	0	1	0
18421	4	0	1	1	0
18422	4	0	1	1	0
18423	5	0	0	1	0
18424	4	0	0	1	0
18425	4	0	0	1	0
18426	5	0	1	1	0
18427	5	1	1	1	0
18428	5	0	0	1	0
18429	4	0	1	1	0
18430	4	0	1	1	0
18431	3	0	0	0	0
18432	5	0	1	1	0
18433	4	0	1	1	1
18434	4	0	0	1	0
18435	4	0	0	1	0
18436	5	0	0	1	0
18437	4	0	0	1	0
18438	3	1	0	1	0
18439	5	0	1	1	0
18440	4	0	0	1	1
18441	5	0	0	1	0
18442	4	0	0	1	0
18443	5	0	0	1	0
18444	4	0	1	0	0
18445	4	0	0	1	1
18446	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
18447	5	0	1	1	0
18448	3	0	1	1	0
18449	5	0	0	1	0
18450	5	0	0	1	0
18451	5	0	0	1	0
18452	3	0	1	0	1
18453	3	0	1	1	1
18454	5	0	0	1	0
18455	4	0	0	1	0
18456	4	0	1	1	0
18457	5	0	0	1	0
18458	4	1	1	1	1
18459	5	0	1	1	0
18460	4	0	1	1	0
18461	3	0	1	1	0
18462	4	0	0	1	0
18463	4	0	0	1	1
18464	4	0	0	1	0
18465	4	0	1	0	1
18466	5	0	0	1	0
18467	4	1	1	1	1
18468	5	0	0	1	0
18469	5	0	0	1	1
18470	5	0	0	1	1
18471	4	1	1	1	0
18472	4	0	0	1	0
18473	4	0	0	1	0
18474	4	0	1	1	0
18475	5	0	1	1	0
18476	5	0	0	1	0
18477	5	0	1	0	1
18478	3	0	0	1	0
18479	5	0	0	1	0
18480	5	0	0	1	0
18481	5	0	0	1	0
18482	5	0	1	1	0
18483	4	0	1	1	0
18484	5	0	0	1	0
18485	4	0	0	0	0
18486	5	0	0	1	0
18487	4	0	0	1	0
18488	5	0	1	1	0
18489	5	0	0	1	0
18490	5	0	0	1	0
18491	4	0	0	1	0
18492	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
18493	4	0	1	1	0
18494	4	0	1	1	1
18495	4	0	0	1	0
18496	4	0	0	1	0
18497	5	0	0	1	0
18498	5	0	1	1	0
18499	5	0	1	0	0
18500	5	0	0	1	0
18501	4	0	0	1	0
18502	3	1	1	1	0
18503	4	0	0	1	0
18504	5	0	1	1	0
18505	4	0	1	1	0
18506	5	0	1	1	0
18507	4	0	0	1	0
18508	3	0	1	1	1
18509	5	0	0	1	0
18510	4	0	1	1	0
18511	4	0	1	1	0
18512	5	0	0	1	0
18513	4	0	0	1	0
18514	4	0	0	1	0
18515	5	0	1	1	0
18516	5	0	1	1	0
18517	4	0	1	1	0
18518	4	0	0	1	0
18519	5	1	0	1	0
18520	5	0	0	1	0
18521	4	0	1	0	0
18522	4	0	0	1	0
18523	5	0	0	1	0
18524	5	0	1	1	0
18525	5	0	0	1	0
18526	4	0	0	1	0
18527	4	0	0	1	0
18528	5	0	1	1	0
18529	4	0	1	1	0
18530	5	0	1	1	0
18531	5	0	0	1	0
18532	4	0	1	1	0
18533	4	0	0	1	0
18534	5	0	0	1	0
18535	5	0	0	1	0
18536	5	1	1	1	0
18537	5	0	0	0	0
18538	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
18539	4	0	0	1	0
18540	4	0	1	1	0
18541	4	0	1	1	0
18542	5	0	1	1	1
18543	4	0	0	1	0
18544	4	0	0	1	0
18545	5	0	1	1	0
18546	4	0	1	1	0
18547	5	0	0	1	0
18548	5	0	0	1	0
18549	5	1	0	1	0
18550	5	1	0	1	0
18551	5	0	1	1	0
18552	4	0	0	1	0
18553	5	0	1	1	0
18554	4	0	1	1	0
18555	5	0	1	1	0
18556	4	0	0	1	0
18557	5	0	1	1	0
18558	4	0	0	1	0
18559	5	0	.	1	0
18560	4	0	0	1	0
18561	3	1	1	1	0
18562	5	0	0	1	0
18563	5	0	1	1	0
18564	5	0	1	1	0
18565	5	0	0	0	0
18566	4	0	1	1	0
18567	5	0	0	1	0
18568	4	0	1	1	0
18569	4	0	0	1	1
18570	1	0	1	1	1
18571	5	0	1	1	1
18572	5	0	0	1	0
18573	5	0	0	1	0
18574	4	0	0	0	0
18575	5	0	1	1	0
18576	5	0	1	1	0
18577	4	0	1	1	1
18578	4	0	1	1	0
18579	4	0	1	1	0
18580	4	0	0	1	0
18581	5	0	1	1	0
18582	5	0	1	1	0
18583	5	0	1	1	1
18584	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
18585	4	0	1	1	0
18586	4	0	1	1	1
18587	5	0	1	1	0
18588	4	0	0	1	0
18589	3	0	1	1	0
18590	4	0	0	1	0
18591	5	0	1	1	0
18592	5	0	0	1	0
18593	4	0	0	1	0
18594	5	0	0	1	0
18595	4	1	1	1	1
18596	5	0	0	1	0
18597	5	0	0	1	0
18598	5	0	0	1	0
18599	5	0	1	1	1
18600	5	0	0	1	0
18601	5	0	1	1	0
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18603	4	0	0	1	0
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18605	5	0	0	1	0
18606	5	0	0	1	0
18607	4	0	1	1	0
18608	4	0	1	1	0
18609	4	0	1	1	0
18610	4	0	1	1	0
18611	4	0	1	1	0
18612	5	0	0	1	0
18613	5	1	1	1	0
18614	5	0	1	1	0
18615	4	1	0	1	1
18616	4	0	0	1	0
18617	4	0	0	1	1
18618	5	0	0	1	0
18619	4	0	1	1	0
18620	5	0	0	1	0
18621	5	0	1	1	0
18622	5	0	0	0	0
18623	5	0	0	1	1
18624	5	0	0	1	0
18625	4	0	0	1	0
18626	4	0	0	1	0
18627	5	0	1	1	1
18628	5	0	0	1	0
18629	4	0	0	1	0
18630	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
18631	4	0	0	1	1
18632	5	1	1	1	0
18633	5	0	1	1	0
18634	4	0	1	1	0
18635	4	0	1	1	0
18636	5	0	0	1	0
18637	5	0	0	1	0
18638	4	0	0	1	0
18639	4	0	1	1	0
18640	3	0	1	1	0
18641	5	0	0	1	0
18642	5	0	0	1	0
18643	4	0	0	1	0
18644	5	0	0	1	0
18645	5	0	0	1	0
18646	4	0	0	1	0
18647	4	0	1	1	0
18648	5	0	0	0	0
18649	4	0	0	1	0
18650	3	0	0	1	0
18651	4	0	0	1	0
18652	3	0	0	1	0
18653	5	0	0	1	0
18654	5	0	0	1	0
18655	5	0	1	0	1
18656	4	0	0	1	0
18657	3	0	0	1	0
18658	5	0	1	1	0
18659	4	0	1	1	0
18660	5	0	1	1	1
18661	5	0	0	1	0
18662	3	0	0	1	0
18663	4	0	0	1	0
18664	5	0	1	0	0
18665	4	0	0	1	0
18666	5	0	0	1	0
18667	4	0	1	1	0
18668	4	0	1	1	0
18669	5	0	0	1	0
18670	4	0	1	1	0
18671	5	0	1	1	0
18672	5	0	1	1	0
18673	5	0	1	1	0
18674	5	0	1	1	0
18675	5	0	0	1	1
18676	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
18677	4	0	1	1	0
18678	5	0	0	1	0
18679	5	0	1	1	1
18680	5	0	0	1	0
18681	4	0	1	1	0
18682	4	0	0	1	0
18683	4	0	0	1	0
18684	3	0	1	1	0
18685	4	0	0	1	0
18686	5	0	0	1	0
18687	5	0	1	1	0
18688	5	1	0	1	0
18689	5	0	0	1	0
18690	4	1	0	1	1
18691	4	0	1	1	0
18692	4	0	0	1	0
18693	3	0	0	1	0
18694	4	0	1	1	0
18695	4	0	1	1	0
18696	5	1	0	1	0
18697	4	0	0	0	0
18698	3	1	1	1	0
18699	4	1	1	1	0
18700	4	0	0	1	0
18701	5	0	0	1	0
18702	5	1	1	1	0
18703	5	0	0	1	0
18704	4	0	1	1	0
18705	4	0	1	1	0
18706	3	0	1	1	0
18707	5	0	0	1	0
18708	5	0	0	1	0
18709	4	0	1	1	0
18710	4	0	0	1	0
18711	4	0	1	1	0
18712	4	0	1	1	1
18713	5	1	1	1	0
18714	4	0	1	1	0
18715	5	0	0	1	0
18716	4	1	1	1	0
18717	5	0	0	1	0
18718	4	0	0	1	0
18719	5	0	0	1	0
18720	4	0	1	1	1
18721	5	0	0	1	0
18722	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
18723	5	0	0	1	0
18724	5	0	0	1	0
18725	5	0	0	1	0
18726	5	0	0	1	0
18727	5	0	0	1	0
18728	5	0	1	1	1
18729	5	0	1	1	0
18730	5	0	0	1	0
18731	5	0	0	1	0
18732	4	0	1	1	0
18733	5	0	1	1	0
18734	4	0	0	1	0
18735	4	0	0	1	0
18736	3	0	1	1	0
18737	5	0	0	1	0
18738	3	0	0	0	0
18739	5	1	1	1	0
18740	4	0	0	1	0
18741	4	1	1	1	0
18742	4	0	0	1	0
18743	5	0	.	.	.
18744	4	0	0	1	0
18745	4	0	1	1	0
18746	5	0	1	1	0
18747	4	0	0	1	0
18748	4	0	0	1	0
18749	5	0	1	1	1
18750	4	0	1	1	0
18751	5	0	0	1	0
18752	4	0	1	1	0
18753	5	1	0	1	0
18754	5	0	0	1	0
18755	5	1	1	1	0
18756	3	0	1	1	0
18757	5	0	1	1	0
18758	5	0	0	1	0
18759	4	0	0	1	0
18760	3	1	1	1	0
18761	4	0	0	1	0
18762	5	0	0	1	0
18763	5	0	0	1	0
18764	5	0	1	1	0
18765	5	0	0	1	0
18766	5	0	1	1	1
18767	4	0	0	1	0
18768	3	0	1	1	0

RandomID	D1	D2	D3	D4	D5
18769	4	0	0	1	0
18770	5	0	1	0	1
18771	4	0	1	1	0
18772	4	1	0	1	0
18773	4	0	1	1	0
18774	4	0	1	1	0
18775	4	0	0	1	0
18776	4	0	1	1	0
18777	5	0	0	1	0
18778	4	0	0	1	0
18779	5	0	0	1	0
18780	5	0	1	1	0
18781	4	0	1	1	0
18782	2	0	0	1	0
18783	5	0	1	1	1
18784	5	0	0	1	0
18785	5	1	1	1	0
18786	5	1	0	1	0
18787	5	0	0	1	0
18788	5	0	0	1	0
18789	5	0	1	1	0
18790	5	0	1	1	0
18791	5	0	1	1	0
18792	5	0	0	1	0
18793	4	0	1	1	0
18794	4	0	0	1	0
18795	4	0	1	1	0
18796	4	0	0	1	0
18797	4	0	0	1	1
18798	4	0	0	1	1
18799	4	0	1	1	0
18800	4	0	1	1	0
18801	5	0	1	1	0
18802	5	0	0	1	0
18803	4	0	0	1	0
18804	5	0	1	1	0
18805	4	0	0	1	0
18806	5	0	1	1	1
18807	5	0	0	1	0
18808	4	0	0	1	0
18809	4	0	0	1	0
18810	4	0	0	1	0
18811	5	0	1	1	0
18812	4	0	1	1	0
18813	5	0	0	1	0
18814	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
18815	5	0	0	1	1
18816	4	0	1	1	0
18817	5	0	1	1	0
18818	5	0	0	1	0
18819	4	0	1	1	0
18820	5	1	0	1	1
18821	4	0	0	1	0
18822	5	0	0	1	0
18823	5	0	.	1	0
18824	4	1	0	1	1
18825	4	0	1	1	0
18826	5	0	0	1	0
18827	5	0	0	1	0
18828	5	0	1	1	0
18829	3	0	1	1	0
18830	4	0	1	1	0
18831	4	0	0	1	0
18832	4	0	1	1	0
18833	5	0	0	1	0
18834	5	0	1	1	0
18835	5	0	0	1	1
18836	5	0	0	1	0
18837	4	0	0	1	0
18838	3	0	1	1	0
18839	4	0	0	1	0
18840	3	0	0	1	1
18841	5	0	0	1	0
18842	5	0	1	1	1
18843	4	0	1	1	0
18844	5	0	0	1	0
18845	4	0	0	1	0
18846	5	0	1	1	0
18847	4	0	0	1	0
18848	5	0	0	1	0
18849	3	0	1	1	0
18850	5	0	0	1	0
18851	4	0	0	1	0
18852	3	0	1	1	0
18853	5	0	0	1	0
18854	4	0	0	1	0
18855	4	1	1	1	1
18856	3	1	0	1	0
18857	4	0	1	1	0
18858	5	0	1	1	0
18859	4	0	0	1	0
18860	4	1	1	1	0

RandomID	D1	D2	D3	D4	D5
18861	5	0	0	1	0
18862	5	0	0	1	0
18863	5	0	0	1	0
18864	5	0	1	1	0
18865	4	0	1	1	1
18866	5	0	0	1	0
18867	5	0	0	1	0
18868	4	0	0	1	0
18869	5	0	1	1	0
18870	5	0	0	1	0
18871	5	0	0	1	0
18872	5	0	0	1	1
18873	5	1	0	1	0
18874	4	1	1	1	0
18875	4	0	1	1	0
18876	5	0	0	1	0
18877	5	0	0	1	0
18878	4	0	1	1	0
18879	5	0	1	1	0
18880	5	0	1	1	1
18881	5	1	0	1	1
18882	4	0	0	1	0
18883	5	0	0	1	1
18884	4	0	1	1	0
18885	5	0	1	0	0
18886	5	0	0	1	0
18887	5	0	0	1	0
18888	3	0	1	1	0
18889	3	0	0	1	0
18890	4	0	0	0	0
18891	4	0	1	1	1
18892	5	0	1	1	0
18893	4	0	0	1	0
18894	4	0	0	1	0
18895	4	1	1	1	0
18896	4	0	0	0	1
18897	4	0	0	1	0
18898	4	0	1	1	0
18899	4	0	0	1	0
18900	5	0	1	1	0
18901	5	0	0	1	1
18902	4	0	1	1	0
18903	5	1	1	1	1
18904	5	0	0	1	0
18905	5	0	1	1	0
18906	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
18907	5	0	1	1	0
18908	5	0	1	1	0
18909	4	1	0	1	0
18910	5	0	0	1	0
18911	5	0	0	1	0
18912	5	0	0	1	0
18913	4	0	0	1	0
18914	3	0	1	1	0
18915	4	0	0	1	1
18916	5	0	1	1	0
18917	5	0	1	1	1
18918	4	0	1	1	0
18919	5	0	1	1	0
18920	4	1	1	1	0
18921	5	0	1	1	0
18922	5	0	0	1	0
18923	4	0	0	1	0
18924	4	0	1	1	0
18925	4	0	0	1	0
18926	5	0	1	1	0
18927	5	0	1	1	0
18928	5	0	1	1	0
18929	5	0	1	1	0
18930	5	0	0	1	0
18931	5	0	0	1	0
18932	5	0	1	1	0
18933	4	0	0	1	0
18934	5	0	0	1	0
18935	4	0	1	1	0
18936	4	1	0	1	0
18937	5	0	1	0	0
18938	4	0	0	1	0
18939	5	0	1	1	0
18940	4	0	1	1	0
18941	4	0	0	1	0
18942	5	0	0	1	1
18943	5	1	1	1	0
18944	4	0	1	1	0
18945	5	0	1	1	0
18946	5	0	0	1	0
18947	5	0	1	0	0
18948	5	0	0	1	0
18949	4	1	1	1	0
18950	5	0	1	1	1
18951	5	0	0	1	0
18952	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
18953	4	0	0	1	0
18954	5	0	1	1	1
18955	4	0	0	1	0
18956	4	0	0	1	0
18957	5	0	0	1	0
18958	5	0	0	1	0
18959	4	0	0	1	0
18960	5	0	0	1	0
18961	5	0	1	1	0
18962	5	0	1	1	0
18963	5	0	0	1	0
18964	5	0	0	1	0
18965	5	0	0	1	0
18966	5	0	0	1	0
18967	5	0	1	1	1
18968	4	0	0	1	0
18969	4	0	0	1	0
18970	5	0	1	1	0
18971	4	0	0	1	0
18972	3	0	1	1	0
18973	5	0	1	1	0
18974	5	0	0	1	0
18975	5	0	1	1	0
18976	4	0	0	1	0
18977	5	0	1	1	1
18978	5	0	0	1	0
18979	5	1	0	1	1
18980	5	0	1	0	0
18981	5	0	0	1	0
18982	5	0	0	1	0
18983	4	0	0	1	0
18984	5	0	0	1	0
18985	4	0	1	1	0
18986	4	0	0	1	0
18987	5	0	0	0	0
18988	4	0	1	1	0
18989	4	0	1	1	0
18990	4	0	0	1	1
18991	5	0	1	1	1
18992	3	0	0	1	0
18993	5	0	0	1	0
18994	5	0	1	1	0
18995	4	0	0	1	0
18996	5	0	0	1	0
18997	3	1	0	1	0
18998	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
18999	4	0	1	1	0
19000	5	0	0	1	0
19001	4	0	0	1	0
19002	5	0	0	0	0
19003	4	0	0	1	0
19004	4	1	1	1	1
19005	5	0	0	1	0
19006	5	0	0	1	1
19007	5	0	1	1	0
19008	5	0	0	1	0
19009	4	0	0	1	0
19010	4	0	0	1	0
19011	5	1	1	1	0
19012	5	0	1	1	0
19013	5	0	0	1	0
19014	4	0	0	1	0
19015	5	0	0	1	0
19016	5	0	0	0	0
19017	5	0	0	1	0
19018	4	0	1	1	0
19019	4	0	0	1	0
19020	4	0	0	1	0
19021	4	0	0	1	0
19022	4	0	1	1	0
19023	5	0	0	1	0
19024	4	0	0	1	0
19025	4	0	1	1	0
19026	4	0	0	1	0
19027	4	0	1	1	0
19028	4	0	1	1	0
19029	5	0	1	1	0
19030	4	1	0	1	1
19031	4	0	1	1	0
19032	4	0	1	1	0
19033	4	0	1	1	0
19034	4	0	0	1	0
19035	4	0	0	1	0
19036	4	0	1	1	0
19037	5	0	0	1	1
19038	5	0	0	1	1
19039	5	0	0	1	1
19040	5	0	0	1	0
19041	5	1	1	1	0
19042	4	0	0	1	0
19043	4	1	1	1	0
19044	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19045	5	0	0	0	0
19046	4	0	1	1	0
19047	4	0	0	1	0
19048	4	0	1	1	0
19049	4	0	0	1	0
19050	5	0	1	1	0
19051	3	0	0	1	0
19052	4	0	0	1	0
19053	5	1	1	1	1
19054	4	0	1	0	0
19055	5	0	0	1	0
19056	5	0	0	1	0
19057	5	0	1	1	0
19058	5	0	0	1	0
19059	5	0	0	1	0
19060	5	0	1	1	0
19061	4	0	1	1	0
19062	4	0	0	1	0
19063	5	0	1	1	0
19064	4	0	0	1	0
19065	4	0	1	1	0
19066	4	0	0	1	0
19067	5	0	0	1	0
19068	4	0	1	1	0
19069	4	0	0	1	0
19070	5	0	1	1	0
19071	2	0	1	1	0
19072	5	0	0	1	0
19073	4	0	0	1	1
19074	5	0	0	1	0
19075	4	0	0	1	0
19076	4	0	0	1	0
19077	5	0	1	1	0
19078	4	0	0	1	1
19079	5	0	0	1	0
19080	4	0	0	1	0
19081	5	0	0	1	0
19082	5	0	0	1	0
19083	5	0	0	1	0
19084	3	0	1	1	0
19085	5	0	1	1	0
19086	4	0	1	1	0
19087	5	0	0	1	0
19088	5	0	0	1	0
19089	5	0	0	1	0
19090	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19091	4	0	1	1	1
19092	4	0	0	1	0
19093	5	0	0	1	0
19094	5	0	0	1	0
19095	4	0	0	1	0
19096	5	0	1	1	0
19097	4	0	1	1	0
19098	5	0	1	1	0
19099	4	0	0	1	0
19100	5	0	1	1	0
19101	4	0	1	1	0
19102	5	0	1	1	0
19103	5	0	0	1	0
19104	4	1	1	1	1
19105	5	0	0	1	0
19106	5	0	1	1	0
19107	5	0	0	1	0
19108	3	0	0	1	1
19109	4	0	1	1	0
19110	5	0	0	1	0
19111	4	0	1	0	0
19112	5	0	0	1	0
19113	5	1	1	1	0
19114	5	0	0	1	0
19115	5	0	0	1	0
19116	4	0	0	1	0
19117	4	0	0	1	0
19118	5	0	0	0	0
19119	5	0	1	1	1
19120	4	0	0	1	0
19121	3	0	0	1	0
19122	5	0	0	1	0
19123	4	1	1	0	0
19124	4	0	0	1	0
19125	4	0	1	1	0
19126	5	0	1	1	0
19127	4	1	1	1	0
19128	5	0	1	1	0
19129	5	0	0	1	0
19130	4	0	0	1	0
19131	4	0	0	1	0
19132	4	0	0	1	0
19133	4	0	1	1	0
19134	5	0	0	1	0
19135	5	0	1	1	0
19136	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
19137	4	0	1	1	0
19138	5	0	1	0	0
19139	4	0	0	1	0
19140	4	0	0	1	1
19141	4	0	0	1	0
19142	3	0	1	1	0
19143	4	0	1	1	0
19144	4	1	1	1	0
19145	4	0	0	1	0
19146	5	0	1	1	0
19147	5	0	1	1	0
19148	5	0	0	1	0
19149	4	0	1	1	0
19150	4	0	1	1	0
19151	5	0	0	1	0
19152	5	0	0	1	0
19153	5	0	1	1	0
19154	5	0	0	1	0
19155	5	0	0	1	0
19156	3	0	1	1	0
19157	3	0	0	1	0
19158	4	0	1	1	1
19159	4	0	1	1	1
19160	4	0	0	1	0
19161	5	0	0	1	0
19162	4	0	0	1	0
19163	4	0	0	1	0
19164	5	0	0	1	0
19165	5	0	0	1	1
19166	4	0	1	1	0
19167	5	0	1	1	0
19168	5	0	0	1	0
19169	4	0	0	1	1
19170	4	0	0	1	0
19171	5	0	1	1	0
19172	4	0	0	1	0
19173	5	0	1	1	0
19174	5	0	1	1	0
19175	5	0	0	1	0
19176	3	1	1	1	0
19177	5	0	0	1	1
19178	4	0	1	1	0
19179	4	0	0	1	0
19180	4	0	0	1	0
19181	5	0	0	1	0
19182	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19183	4	0	0	1	0
19184	5	0	0	1	0
19185	5	0	0	1	0
19186	5	0	1	1	0
19187	4	0	0	1	0
19188	4	0	1	1	0
19189	5	0	0	1	0
19190	5	0	0	1	0
19191	4	0	1	1	1
19192	5	0	0	1	0
19193	4	0	0	1	0
19194	5	0	0	1	0
19195	5	0	1	1	0
19196	5	0	0	1	0
19197	5	0	0	1	0
19198	5	0	1	1	0
19199	5	0	0	0	0
19200	5	0	1	0	0
19201	4	0	0	1	0
19202	4	0	1	1	0
19203	5	0	1	1	1
19204	4	1	1	1	1
19205	4	0	0	1	0
19206	5	0	0	1	0
19207	5	0	0	1	1
19208	4	0	1	1	0
19209	4	0	0	1	0
19210	4	1	1	1	0
19211	4	0	1	1	0
19212	5	0	0	1	0
19213	5	0	0	1	0
19214	4	0	0	1	0
19215	4	0	1	1	1
19216	5	0	0	1	0
19217	5	0	1	1	0
19218	5	0	0	1	0
19219	5	0	1	1	0
19220	4	0	1	1	0
19221	4	1	1	1	0
19222	5	0	0	1	0
19223	5	0	1	1	0
19224	4	0	0	1	0
19225	5	0	0	1	0
19226	4	0	0	1	1
19227	5	0	0	1	0
19228	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19229	5	0	0	1	0
19230	3	0	1	1	1
19231	5	0	0	1	0
19232	5	0	0	1	0
19233	4	0	1	1	0
19234	5	0	0	1	1
19235	5	0	0	1	1
19236	5	0	1	1	1
19237	4	0	1	1	0
19238	5	0	1	1	0
19239	5	0	0	1	0
19240	5	0	0	1	0
19241	4	0	1	1	0
19242	4	0	0	1	1
19243	5	0	1	1	1
19244	5	1	0	1	0
19245	4	0	1	1	0
19246	4	1	1	1	1
19247	5	0	1	1	0
19248	5	0	1	1	1
19249	5	0	0	1	0
19250	5	0	1	1	0
19251	5	0	1	1	1
19252	4	0	0	1	0
19253	4	0	1	1	0
19254	3	0	1	1	0
19255	3	1	0	1	0
19256	5	0	1	0	1
19257	3	0	0	1	0
19258	5	0	0	1	0
19259	4	0	1	1	0
19260	5	0	0	1	0
19261	5	0	0	1	0
19262	5	1	1	1	0
19263	5	0	0	1	0
19264	4	1	1	1	0
19265	5	0	0	1	0
19266	5	0	1	1	0
19267	5	0	1	1	0
19268	4	0	0	0	0
19269	5	0	0	1	0
19270	5	1	1	1	0
19271	4	0	0	1	0
19272	5	0	1	0	0
19273	5	0	0	1	0
19274	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19275	4	0	0	1	0
19276	5	0	0	0	0
19277	5	0	0	1	0
19278	4	1	0	1	1
19279	5	0	0	0	0
19280	5	0	0	1	0
19281	5	0	0	1	0
19282	3	0	1	1	0
19283	4	0	1	1	0
19284	5	0	1	1	0
19285	4	0	0	0	0
19286	5	0	1	1	0
19287	5	0	0	1	0
19288	5	1	1	1	0
19289	3	0	1	1	0
19290	5	0	0	1	1
19291	4	0	0	1	0
19292	5	0	1	1	0
19293	4	1	1	1	0
19294	4	0	1	1	0
19295	3	0	1	1	1
19296	5	0	1	1	1
19297	5	0	1	1	1
19298	4	1	0	1	0
19299	3	0	1	1	1
19300	5	0	0	1	0
19301	4	0	1	1	0
19302	4	0	0	1	0
19303	4	0	0	1	0
19304	5	0	1	1	0
19305	5	0	1	1	0
19306	4	0	1	1	0
19307	3	0	1	1	1
19308	4	0	0	1	0
19309	4	0	0	1	0
19310	5	0	0	1	0
19311	5	0	0	1	0
19312	4	0	0	1	0
19313	4	1	0	1	0
19314	4	0	1	1	0
19315	5	0	0	1	0
19316	4	0	0	1	0
19317	4	0	0	1	0
19318	5	0	0	1	0
19319	5	0	0	1	1
19320	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19321	4	0	0	1	0
19322	5	0	0	1	0
19323	4	0	1	1	1
19324	4	0	1	1	1
19325	5	1	0	1	0
19326	5	0	0	1	1
19327	5	0	1	1	0
19328	4	1	1	1	0
19329	3	0	0	1	0
19330	5	0	0	1	0
19331	4	0	1	1	0
19332	5	0	1	1	1
19333	5	0	1	1	0
19334	5	0	0	1	0
19335	4	0	1	1	0
19336	5	0	1	1	0
19337	.	1	1	1	0
19338	5	1	0	1	0
19339	4	0	1	1	0
19340	5	0	0	1	0
19341	5	0	0	1	0
19342	5	0	0	1	0
19343	5	1	0	1	0
19344	4	0	0	1	0
19345	4	0	1	1	0
19346	5	0	0	1	0
19347	3	0	1	1	0
19348	4	0	1	1	0
19349	5	0	0	1	0
19350	4	0	1	1	0
19351	5	0	1	1	0
19352	5	0	0	1	0
19353	5	0	1	1	1
19354	5	1	1	1	0
19355	5	0	0	1	0
19356	4	0	0	1	0
19357	5	0	1	1	0
19358	4	0	1	1	0
19359	5	0	1	0	0
19360	5	0	0	1	0
19361	5	0	0	1	0
19362	4	0	1	1	0
19363	5	0	0	1	0
19364	4	0	1	1	1
19365	5	1	1	1	0
19366	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19367	5	0	0	1	0
19368	5	0	0	1	0
19369	5	0	0	1	0
19370	5	0	1	1	0
19371	5	0	1	1	1
19372	5	0	0	1	1
19373	4	1	0	0	0
19374	5	0	0	1	0
19375	4	0	1	1	0
19376	5	0	0	1	0
19377	5	0	0	1	0
19378	5	1	1	1	0
19379	4	0	0	1	0
19380	5	0	0	1	0
19381	4	0	1	1	0
19382	5	0	1	1	0
19383	3	0	1	1	0
19384	5	0	1	1	0
19385	4	0	0	1	0
19386	5	0	0	1	0
19387	5	0	0	1	0
19388	5	0	1	1	0
19389	4	0	0	1	0
19390	5	0	0	1	1
19391	5	0	1	1	0
19392	4	0	1	1	1
19393	5	0	1	1	0
19394	5	0	0	1	0
19395	4	0	0	1	0
19396	4	0	0	1	0
19397	5	0	0	1	1
19398	5	0	0	1	0
19399	5	0	0	1	0
19400	3	0	1	1	0
19401	4	0	1	1	0
19402	5	0	1	1	0
19403	3	0	1	1	0
19404	5	0	0	1	0
19405	4	0	0	1	1
19406	5	0	1	1	0
19407	5	0	0	1	0
19408	4	0	0	1	0
19409	5	0	1	1	0
19410	5	0	0	1	0
19411	5	0	0	1	0
19412	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19413	4	0	1	1	0
19414	5	0	0	1	0
19415	5	0	0	1	0
19416	5	0	0	1	0
19417	4	1	1	1	0
19418	4	0	0	1	1
19419	4	0	0	0	0
19420	4	0	0	1	0
19421	4	1	1	0	1
19422	4	0	0	1	0
19423	5	0	0	1	0
19424	5	0	0	1	0
19425	5	0	0	1	1
19426	5	0	1	1	0
19427	5	0	0	1	0
19428	4	1	1	1	0
19429	4	1	1	1	1
19430	4	0	1	1	0
19431	4	0	1	1	1
19432	4	0	0	1	0
19433	4	0	0	1	0
19434	4	0	1	1	0
19435	4	0	0	1	0
19436	5	0	0	1	0
19437	4	0	1	1	0
19438	5	0	1	1	0
19439	4	0	0	1	0
19440	4	0	0	1	0
19441	5	0	1	1	0
19442	5	0	0	1	0
19443	5	0	0	1	0
19444	5	0	1	1	1
19445	5	0	0	1	1
19446	4	1	0	1	0
19447	5	0	0	1	0
19448	4	0	1	1	0
19449	4	0	1	1	0
19450	4	0	0	1	1
19451	5	0	1	1	0
19452	4	0	0	1	1
19453	4	0	0	1	0
19454	3	0	0	1	0
19455	3	0	0	1	0
19456	4	0	1	1	1
19457	5	0	1	1	0
19458	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19459	5	0	0	1	0
19460	4	1	1	1	0
19461	5	0	0	1	0
19462	5	0	0	1	0
19463	4	0	1	1	0
19464	4	1	1	1	0
19465	4	0	1	1	1
19466	5	0	0	1	0
19467	5	0	0	1	0
19468	5	0	1	1	0
19469	5	0	1	1	0
19470	4	0	0	1	0
19471	4	0	1	1	0
19472	5	0	1	0	0
19473	4	0	1	0	0
19474	4	0	1	1	0
19475	5	0	0	1	0
19476	4	0	1	1	0
19477	4	1	0	1	0
19478	5	0	0	1	0
19479	5	0	0	1	0
19480	4	0	1	1	1
19481	5	0	1	1	0
19482	5	0	0	1	0
19483	5	0	0	1	0
19484	5	0	1	1	0
19485	4	0	0	1	0
19486	5	0	1	1	0
19487	5	0	0	1	0
19488	5	0	0	1	0
19489	5	0	0	1	0
19490	5	0	0	1	0
19491	3	0	0	1	0
19492	4	0	0	1	1
19493	4	0	1	1	1
19494	5	0	1	1	0
19495	5	0	0	1	0
19496	4	0	1	1	0
19497	4	0	1	1	1
19498	5	0	0	1	0
19499	5	0	1	1	0
19500	4	0	1	1	0
19501	4	0	0	1	0
19502	4	0	0	1	0
19503	4	0	0	1	1
19504	5	1	1	1	1

RandomID	D1	D2	D3	D4	D5
19505	4	0	1	1	0
19506	3	0	1	1	0
19507	4	0	1	1	1
19508	5	1	1	1	0
19509	5	0	1	1	0
19510	3	0	1	1	1
19511	5	0	1	1	0
19512	5	0	0	1	0
19513	5	0	0	1	0
19514	5	0	0	1	0
19515	4	0	1	1	0
19516	4	1	1	1	0
19517	4	0	1	1	0
19518	5	0	0	1	0
19519	4	0	1	1	0
19520	5	0	1	1	0
19521	5	0	0	1	0
19522	5	0	0	1	1
19523	4	0	0	1	0
19524	3	0	0	1	0
19525	4	0	0	1	0
19526	4	0	1	1	0
19527	4	0	1	1	0
19528	5	0	1	1	0
19529	4	0	0	1	0
19530	4	0	0	1	0
19531	5	0	0	1	0
19532	4	0	1	1	0
19533	4	1	1	1	0
19534	5	0	1	1	0
19535	4	0	1	1	0
19536	5	0	0	0	0
19537	5	1	0	1	0
19538	4	0	1	1	0
19539	5	0	0	1	0
19540	4	0	0	1	0
19541	3	0	0	1	0
19542	5	0	1	1	0
19543	4	0	0	1	0
19544	4	0	1	1	0
19545	3	0	1	1	0
19546	4	0	0	1	0
19547	5	0	1	1	0
19548	5	0	0	1	0
19549	4	0	0	1	0
19550	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
19551	5	0	1	1	0
19552	4	0	1	1	0
19553	5	0	0	1	0
19554	4	0	0	1	0
19555	5	0	1	1	0
19556	3	0	1	1	0
19557	5	0	1	1	0
19558	5	1	0	1	0
19559	5	0	0	1	0
19560	5	0	0	1	0
19561	4	0	0	1	0
19562	5	0	0	1	0
19563	5	0	0	1	0
19564	3	0	0	1	0
19565	4	1	1	0	0
19566	4	0	1	1	0
19567	5	1	1	1	0
19568	5	0	0	1	0
19569	3	0	0	1	0
19570	4	0	0	1	0
19571	4	0	1	1	0
19572	4	0	1	1	1
19573	5	1	1	1	1
19574	4	0	0	1	0
19575	5	0	0	1	0
19576	4	0	0	1	0
19577	4	0	0	1	0
19578	5	1	1	1	1
19579	5	0	1	1	0
19580	4	1	1	1	0
19581	4	0	1	1	1
19582	5	0	0	1	0
19583	5	0	1	1	0
19584	5	1	1	1	0
19585	5	0	0	1	1
19586	5	0	1	1	0
19587	5	0	0	1	0
19588	5	0	0	1	0
19589	4	0	0	0	0
19590	5	0	0	1	0
19591	5	0	0	1	0
19592	4	0	1	1	1
19593	3	0	0	1	0
19594	4	0	0	1	0
19595	4	0	1	1	0
19596	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19597	4	0	0	1	0
19598	4	1	1	1	1
19599	4	0	0	1	0
19600	5	0	0	1	0
19601	4	0	0	0	0
19602	5	0	1	1	0
19603	4	0	1	1	0
19604	5	0	0	1	0
19605	5	0	1	1	0
19606	4	0	0	1	0
19607	5	0	1	1	0
19608	5	0	0	1	1
19609	5	1	0	1	0
19610	3	0	0	1	0
19611	4	0	0	1	0
19612	5	0	1	1	0
19613	5	0	0	1	0
19614	3	1	1	1	0
19615	4	0	0	1	0
19616	5	0	1	1	1
19617	4	0	1	1	0
19618	4	0	0	1	0
19619	4	0	0	1	0
19620	5	0	0	1	0
19621	5	0	1	1	0
19622	3	0	1	1	0
19623	5	0	0	1	0
19624	4	0	1	1	0
19625	5	0	0	1	0
19626	5	0	1	1	0
19627	5	0	0	1	0
19628	4	0	1	1	0
19629	4	0	1	1	0
19630	5	1	1	0	1
19631	3	0	1	1	0
19632	4	0	1	1	0
19633	5	0	0	1	0
19634	3	0	0	1	0
19635	5	0	1	1	1
19636	3	0	1	1	0
19637	5	0	1	1	0
19638	4	0	0	0	0
19639	5	0	0	1	0
19640	4	0	1	1	0
19641	5	0	0	1	0
19642	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
19643	4	0	0	1	0
19644	3	0	1	1	0
19645	5	0	1	1	0
19646	3	0	0	1	0
19647	5	0	0	1	0
19648	4	0	0	1	0
19649	4	0	0	1	0
19650	4	0	0	1	0
19651	5	1	1	1	1
19652	4	0	0	1	0
19653	4	1	1	1	1
19654	4	0	1	1	0
19655	5	0	1	0	0
19656	5	0	1	1	0
19657	5	0	0	1	0
19658	5	0	1	1	0
19659	4	1	1	1	1
19660	4	0	1	1	0
19661	4	0	0	1	0
19662	5	0	0	1	1
19663	5	0	0	1	0
19664	4	0	1	1	0
19665	3	0	1	1	0
19666	5	0	0	1	0
19667	5	0	1	1	0
19668	5	0	1	1	0
19669	4	0	0	1	0
19670	4	1	1	1	1
19671	4	0	0	0	0
19672	5	0	1	1	0
19673	5	0	1	1	0
19674	4	0	1	1	0
19675	2	0	1	1	0
19676	5	0	0	1	0
19677	4	0	0	1	0
19678	5	1	1	1	0
19679	3	0	1	1	1
19680	4	0	0	1	0
19681	4	0	1	1	0
19682	5	0	0	1	0
19683	5	0	1	1	0
19684	4	0	1	1	0
19685	4	0	1	1	0
19686	5	0	0	1	0
19687	3	1	1	1	0
19688	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19689	5	0	0	1	0
19690	5	0	0	1	0
19691	4	0	1	1	1
19692	4	1	1	1	0
19693	5	0	0	1	1
19694	4	0	0	1	0
19695	5	0	1	1	0
19696	4	0	1	1	0
19697	4	0	1	1	0
19698	3	0	1	1	0
19699	4	0	1	1	1
19700	5	0	1	1	0
19701	4	0	0	1	0
19702	4	0	0	1	0
19703	4	1	1	1	0
19704	5	0	1	1	1
19705	4	0	0	1	1
19706	5	0	0	1	0
19707	4	0	0	1	0
19708	4	0	1	1	0
19709	4	0	1	1	0
19710	4	0	0	1	0
19711	5	0	0	1	0
19712	4	0	1	1	0
19713	5	0	0	1	0
19714	5	0	0	1	0
19715	5	0	1	1	0
19716	5	0	0	1	1
19717	5	0	1	1	1
19718	5	0	1	1	0
19719	4	0	1	1	0
19720	5	0	1	1	0
19721	4	0	0	1	1
19722	4	0	1	1	0
19723	5	0	1	0	0
19724	5	0	0	1	0
19725	4	0	1	1	0
19726	5	0	1	1	0
19727	5	0	1	1	0
19728	4	0	1	1	0
19729	5	0	0	1	0
19730	4	0	0	1	0
19731	4	0	1	1	1
19732	5	0	0	1	0
19733	3	0	1	1	0
19734	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
19735	5	0	0	1	0
19736	4	1	1	1	0
19737	4	0	1	1	0
19738	5	0	1	1	0
19739	4	0	1	1	0
19740	5	0	1	1	0
19741	4	0	1	1	1
19742	4	0	1	1	0
19743	5	0	0	1	0
19744	5	0	1	0	0
19745	5	0	0	1	0
19746	5	0	0	1	0
19747	4	0	0	1	0
19748	5	0	1	1	0
19749	5	0	0	1	0
19750	5	0	0	1	0
19751	5	0	1	1	1
19752	4	0	1	1	0
19753	5	0	1	1	0
19754	3	0	0	1	0
19755	4	0	0	1	0
19756	4	0	0	1	1
19757	5	0	0	1	0
19758	4	0	0	1	1
19759	5	0	0	1	1
19760	5	0	0	1	0
19761	5	0	0	1	0
19762	4	0	1	1	0
19763	5	0	0	1	1
19764	5	0	0	1	0
19765	4	0	1	1	0
19766	5	0	0	1	0
19767	4	0	0	1	0
19768	5	0	0	1	1
19769	5	0	0	1	0
19770	4	0	0	1	0
19771	4	0	1	1	0
19772	5	0	1	1	0
19773	4	0	0	1	0
19774	4	0	0	1	0
19775	4	0	0	1	0
19776	5	0	0	1	0
19777	4	0	1	1	0
19778	5	0	0	1	1
19779	5	0	1	1	1
19780	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
19781	3	0	0	1	0
19782	4	0	1	1	0
19783	4	1	1	1	0
19784	4	0	1	1	0
19785	5	0	0	1	0
19786	5	1	1	1	0
19787	5	0	0	1	0
19788	5	0	0	1	0
19789	4	0	1	1	1
19790	5	0	0	1	0
19791	5	0	1	1	0
19792	4	0	0	1	0
19793	5	0	0	1	0
19794	5	0	0	0	0
19795	5	0	0	1	0
19796	5	0	0	1	0
19797	4	0	0	1	1
19798	4	0	1	1	0
19799	5	0	1	1	0
19800	2	0	0	1	0
19801	4	0	1	1	0
19802	5	0	1	1	0
19803	4	0	1	1	0
19804	5	0	1	1	0
19805	4	0	0	1	0
19806	4	0	0	1	0
19807	5	0	0	1	0
19808	5	0	1	1	0
19809	5	0	0	1	0
19810	4	0	0	1	0
19811	4	0	0	1	0
19812	5	0	1	1	0
19813	5	0	1	1	0
19814	4	0	1	1	0
19815	4	0	1	1	0
19816	4	0	0	1	0
19817	5	0	1	1	0
19818	5	0	0	1	0
19819	3	0	1	1	0
19820	4	0	1	1	0
19821	5	1	0	1	0
19822	5	0	1	1	0
19823	5	0	1	1	0
19824	3	0	1	1	0
19825	4	0	0	1	1
19826	3	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19827	5	0	1	1	1
19828	5	0	0	1	0
19829	4	0	0	1	0
19830	4	1	0	1	1
19831	5	0	0	1	0
19832	5	0	1	1	0
19833	4	0	1	1	0
19834	5	0	1	1	1
19835	4	0	0	1	0
19836	4	0	0	1	0
19837	5	0	0	1	0
19838	5	0	0	1	0
19839	4	0	1	1	0
19840	5	1	1	1	0
19841	4	0	1	1	1
19842	4	0	0	1	0
19843	4	0	1	1	0
19844	5	1	0	1	0
19845	4	0	1	1	1
19846	5	0	0	1	1
19847	5	0	0	1	0
19848	5	0	1	1	1
19849	4	0	0	1	0
19850	5	0	0	1	0
19851	5	0	0	1	0
19852	4	0	1	1	1
19853	4	1	1	1	0
19854	4	0	0	1	0
19855	4	0	1	1	0
19856	5	0	0	0	0
19857	3	0	0	1	0
19858	4	0	0	1	0
19859	4	0	1	1	0
19860	5	0	0	1	0
19861	4	0	0	1	0
19862	5	0	0	1	0
19863	5	0	1	1	0
19864	5	0	0	1	0
19865	5	0	1	1	0
19866	5	0	0	1	0
19867	4	0	1	1	0
19868	5	0	0	1	0
19869	5	0	0	1	1
19870	4	0	0	1	0
19871	5	0	1	1	0
19872	4	1	1	1	1

RandomID	D1	D2	D3	D4	D5
19873	5	0	0	1	0
19874	4	0	0	1	0
19875	4	0	1	1	0
19876	5	0	0	1	0
19877	3	0	1	1	0
19878	5	0	0	1	0
19879	5	0	1	0	0
19880	5	0	0	1	0
19881	4	0	0	1	0
19882	5	0	1	1	0
19883	5	0	1	1	0
19884	5	0	1	1	0
19885	4	0	1	1	0
19886	4	0	0	1	0
19887	5	0	1	1	1
19888	4	0	0	1	0
19889	5	0	0	1	0
19890	4	0	0	1	0
19891	5	0	0	1	1
19892	5	0	1	1	0
19893	5	0	0	1	0
19894	5	0	0	1	0
19895	4	0	0	1	0
19896	5	0	0	1	0
19897	4	1	1	1	0
19898	3	1	1	1	1
19899	4	0	0	1	0
19900	5	0	1	1	0
19901	3	0	1	1	0
19902	4	0	0	1	0
19903	5	0	0	1	0
19904	3	0	1	1	0
19905	5	0	0	1	0
19906	5	0	0	1	0
19907	4	0	1	1	0
19908	.	.	.	.	.
19909	5	0	0	1	0
19910	5	0	0	1	0
19911	5	0	1	1	1
19912	5	0	1	1	1
19913	5	0	0	1	0
19914	4	0	0	1	0
19915	5	0	0	1	0
19916	5	1	1	1	0
19917	5	0	0	1	0
19918	3	0	0	1	0

RandomID	D1	D2	D3	D4	D5
19919	4	0	1	1	0
19920	5	0	0	1	0
19921	4	0	1	1	0
19922	3	0	1	1	0
19923	5	1	0	1	0
19924	4	0	0	1	0
19925	5	0	0	1	0
19926	5	0	1	1	0
19927	3	1	1	1	0
19928	5	0	1	1	1
19929	5	0	1	1	0
19930	5	0	0	1	0
19931	5	0	0	1	0
19932	5	0	0	1	0
19933	5	0	0	0	0
19934	4	1	0	1	0
19935	5	0	0	1	0
19936	5	0	1	1	0
19937	4	0	0	1	0
19938	4	0	0	1	0
19939	5	0	0	1	0
19940	5	0	0	1	0
19941	4	0	0	1	1
19942	5	0	0	1	0
19943	4	0	0	1	0
19944	4	0	1	1	0
19945	5	0	1	1	1
19946	5	0	0	1	0
19947	3	0	0	1	0
19948	4	0	0	1	0
19949	4	0	0	1	1
19950	4	0	0	1	0
19951	5	1	0	1	0
19952	4	0	0	1	0
19953	5	0	1	1	0
19954	4	0	1	1	0
19955	5	1	0	1	0
19956	3	0	0	1	0
19957	4	0	1	1	0
19958	5	0	0	1	0
19959	3	0	0	1	0
19960	4	0	1	1	0
19961	4	0	0	1	0
19962	5	0	1	1	0
19963	4	0	0	1	0
19964	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
19965	5	0	0	1	0
19966	5	0	0	1	0
19967	4	0	1	1	0
19968	5	0	1	1	0
19969	5	0	1	1	0
19970	5	0	1	1	0
19971	3	0	0	1	0
19972	4	0	1	1	0
19973	5	0	1	1	0
19974	5	0	0	1	0
19975	4	0	0	1	0
19976	5	0	0	1	0
19977	5	0	1	1	0
19978	5	0	0	1	0
19979	5	0	1	1	1
19980	4	0	1	1	0
19981	5	0	0	1	0
19982	4	0	0	1	0
19983	5	0	0	1	0
19984	4	0	1	1	0
19985	5	0	1	1	1
19986	4	0	1	1	1
19987	4	0	1	1	1
19988	5	0	0	1	0
19989	5	0	1	1	0
19990	5	0	1	0	0
19991	4	0	0	1	0
19992	5	0	0	1	0
19993	4	0	0	1	0
19994	4	0	0	1	0
19995	4	0	1	1	0
19996	3	0	1	1	0
19997	4	0	1	1	1
19998	5	0	0	1	0
19999	5	0	0	1	0
20000	5	0	0	1	0
20001	5	0	0	1	0
20002	5	0	0	1	0
20003	5	0	0	1	0
20004	3	0	0	1	0
20005	4	0	0	1	0
20006	5	0	1	1	1
20007	4	0	0	1	0
20008	3	0	0	1	0
20009	5	0	0	1	0
20010	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20011	4	0	0	1	0
20012	5	0	0	1	0
20013	5	0	0	1	0
20014	5	0	1	1	0
20015	4	0	1	1	0
20016	4	0	1	1	0
20017	4	0	1	1	0
20018	5	0	1	0	0
20019	5	0	1	1	0
20020	4	0	1	1	0
20021	4	0	0	1	0
20022	5	0	0	1	1
20023	4	0	1	1	1
20024	5	0	1	1	0
20025	4	0	1	1	0
20026	5	0	1	1	0
20027	5	0	1	1	0
20028	5	0	1	1	0
20029	5	1	0	1	0
20030	5	0	1	1	0
20031	3	1	.	.	.
20032	5	0	0	1	0
20033	4	0	0	1	0
20034	5	0	1	1	0
20035	4	0	1	1	0
20036	5	0	1	1	0
20037	5	0	1	1	0
20038	5	0	1	1	0
20039	5	0	1	1	0
20040	5	0	1	1	0
20041	5	0	0	1	0
20042	5	0	1	1	0
20043	4	0	0	1	1
20044	5	0	1	1	0
20045	3	0	1	1	0
20046	5	0	0	1	0
20047	5	1	1	1	0
20048	4	0	1	1	0
20049	3	0	0	1	0
20050	5	0	0	1	1
20051	5	0	1	1	0
20052	4	0	1	1	0
20053	4	1	1	1	1
20054	4	0	0	1	0
20055	4	0	1	1	0
20056	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20057	5	0	1	1	0
20058	5	0	0	1	0
20059	5	0	0	1	0
20060	5	0	0	1	0
20061	4	0	1	1	0
20062	5	0	1	1	0
20063	3	0	0	1	0
20064	4	0	0	1	0
20065	5	0	1	1	0
20066	4	0	0	1	0
20067	4	0	0	1	0
20068	4	0	0	1	0
20069	4	0	1	1	1
20070	5	0	0	1	0
20071	5	0	0	1	0
20072	5	0	0	1	0
20073	3	0	1	1	1
20074	5	0	1	1	0
20075	4	0	0	1	0
20076	5	0	1	1	0
20077	5	0	1	1	1
20078	4	0	0	1	0
20079	5	0	0	0	0
20080	4	0	1	1	1
20081	4	1	1	1	1
20082	5	0	0	1	0
20083	5	0	0	1	0
20084	5	1	1	1	0
20085	5	1	1	1	0
20086	4	1	0	1	0
20087	3	0	0	1	0
20088	5	0	0	1	0
20089	5	0	1	1	0
20090	4	0	0	1	0
20091	5	0	0	1	0
20092	4	0	1	1	0
20093	4	0	1	1	0
20094	4	0	1	1	0
20095	4	0	1	1	0
20096	5	0	0	1	0
20097	4	0	0	1	0
20098	3	0	0	1	0
20099	4	0	1	1	0
20100	3	0	0	1	0
20101	5	0	1	1	0
20102	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20103	4	0	1	1	1
20104	4	1	0	1	0
20105	3	0	1	1	0
20106	3	0	1	1	0
20107	5	0	0	0	0
20108	4	0	0	1	0
20109	4	0	1	1	1
20110	5	1	0	1	0
20111	4	0	0	1	0
20112	5	0	1	1	0
20113	3	0	0	1	0
20114	5	0	0	1	0
20115	3	1	0	1	0
20116	5	0	1	1	1
20117	5	0	1	1	0
20118	5	0	1	1	0
20119	5	0	0	1	0
20120	5	1	1	1	0
20121	5	0	0	1	0
20122	5	0	1	1	0
20123	4	0	1	1	0
20124	4	0	1	1	0
20125	5	0	0	1	0
20126	5	0	1	1	0
20127	4	0	0	1	0
20128	5	0	1	1	0
20129	5	0	0	1	0
20130	4	0	0	1	1
20131	4	0	0	1	0
20132	4	0	0	1	0
20133	.	.	.	.	.
20134	4	0	1	1	0
20135	3	0	1	1	0
20136	3	0	0	1	0
20137	4	0	1	1	0
20138	5	0	1	1	0
20139	4	0	1	1	1
20140	5	0	1	1	0
20141	5	0	0	1	0
20142	4	0	1	1	0
20143	3	0	1	1	0
20144	5	0	0	1	0
20145	3	0	0	1	0
20146	4	0	1	0	0
20147	5	0	1	1	0
20148	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
20149	5	0	0	1	0
20150	4	1	1	1	1
20151	5	0	1	1	0
20152	4	0	0	1	0
20153	4	0	0	0	0
20154	4	1	1	1	1
20155	5	0	1	1	1
20156	4	0	0	1	0
20157	5	0	0	1	0
20158	5	0	0	1	0
20159	5	0	1	1	0
20160	4	0	1	1	0
20161	5	0	0	1	0
20162	5	0	1	1	0
20163	5	0	1	1	0
20164	4	0	0	1	0
20165	5	0	0	1	0
20166	5	0	0	1	0
20167	4	0	1	1	1
20168	4	0	1	1	1
20169	3	0	1	1	1
20170	5	0	1	1	0
20171	4	0	0	1	0
20172	5	0	1	0	0
20173	5	0	0	1	0
20174	5	0	1	1	0
20175	5	0	0	1	0
20176	5	0	0	1	0
20177	5	0	0	1	0
20178	4	0	0	1	0
20179	5	0	1	1	0
20180	5	0	0	1	1
20181	5	0	0	1	0
20182	4	0	0	1	0
20183	5	0	1	1	0
20184	5	0	0	1	0
20185	4	0	1	1	0
20186	4	0	0	1	0
20187	5	0	1	1	0
20188	5	0	0	1	0
20189	5	0	1	1	0
20190	4	0	0	1	0
20191	4	0	0	1	0
20192	5	0	0	1	0
20193	4	0	1	1	1
20194	3	1	1	1	0

RandomID	D1	D2	D3	D4	D5
20195	3	0	0	1	0
20196	5	0	1	1	0
20197	3	0	1	1	0
20198	5	0	0	1	0
20199	4	0	1	1	0
20200	4	0	0	1	0
20201	4	0	0	1	0
20202	5	0	1	1	0
20203	3	0	0	1	0
20204	5	0	0	1	0
20205	4	0	1	1	0
20206	4	0	1	1	0
20207	5	0	1	1	0
20208	5	0	1	1	0
20209	4	0	0	1	0
20210	5	0	0	1	0
20211	5	0	1	1	1
20212	5	0	0	1	0
20213	4	0	1	1	1
20214	5	0	1	1	0
20215	5	0	0	1	0
20216	4	1	1	1	1
20217	4	0	1	1	0
20218	5	0	1	1	0
20219	4	0	0	1	0
20220	5	0	1	0	0
20221	5	0	1	1	0
20222	5	0	0	1	0
20223	5	1	1	1	0
20224	4	0	0	1	0
20225	5	0	0	1	0
20226	5	0	0	1	0
20227	5	0	0	1	0
20228	4	0	0	1	0
20229	4	0	0	1	0
20230	5	0	1	1	0
20231	5	0	0	1	0
20232	4	0	0	1	0
20233	5	0	1	1	0
20234	5	0	0	1	0
20235	5	0	1	1	0
20236	4	0	1	1	0
20237	4	0	1	1	0
20238	4	0	0	1	0
20239	5	1	1	1	1
20240	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20241	5	0	0	1	0
20242	5	0	0	1	0
20243	5	0	0	1	0
20244	4	0	0	1	0
20245	5	0	1	1	0
20246	4	0	1	1	0
20247	3	0	0	1	0
20248	5	0	1	1	1
20249	5	0	0	1	0
20250	5	1	1	1	0
20251	5	0	1	1	1
20252	5	0	1	1	1
20253	5	0	0	1	0
20254	4	0	1	1	0
20255	5	0	1	0	0
20256	4	0	0	1	0
20257	4	0	0	1	0
20258	5	0	0	1	0
20259	4	0	1	1	0
20260	4	0	0	1	0
20261	4	0	1	1	0
20262	4	1	0	1	0
20263	4	0	1	1	0
20264	5	0	1	1	0
20265	5	0	0	1	0
20266	5	0	0	1	0
20267	5	0	1	1	1
20268	2	0	0	1	1
20269	5	0	1	1	0
20270	4	0	0	1	0
20271	4	0	1	1	0
20272	5	0	0	1	0
20273	4	0	0	1	0
20274	5	0	0	1	1
20275	4	0	0	1	0
20276	4	0	1	1	0
20277	5	0	0	1	0
20278	4	0	0	1	0
20279	5	0	1	1	0
20280	3	1	0	1	0
20281	4	0	1	1	1
20282	4	0	0	1	0
20283	4	0	0	1	0
20284	5	0	0	1	0
20285	3	0	1	1	0
20286	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20287	4	1	1	1	0
20288	5	0	0	1	1
20289	5	0	0	1	0
20290	5	0	0	1	0
20291	5	0	1	1	0
20292	5	0	1	1	0
20293	4	0	1	1	0
20294	5	0	0	1	0
20295	4	0	0	1	0
20296	4	0	1	1	0
20297	5	0	1	1	1
20298	5	0	1	1	0
20299	5	0	0	1	0
20300	5	0	0	1	0
20301	3	1	1	1	1
20302	3	0	1	1	0
20303	5	0	0	1	0
20304	4	0	0	1	0
20305	4	0	1	1	0
20306	5	0	1	1	0
20307	4	0	1	1	0
20308	3	0	1	1	0
20309	4	0	1	1	0
20310	4	0	0	1	0
20311	5	0	0	1	0
20312	5	0	0	1	0
20313	3	1	1	0	1
20314	4	0	0	1	1
20315	5	0	1	1	0
20316	4	0	1	1	0
20317	5	0	0	1	0
20318	4	0	0	1	0
20319	4	0	0	1	0
20320	5	0	0	1	0
20321	4	0	1	1	0
20322	5	0	1	1	0
20323	4	0	1	1	0
20324	5	0	1	0	1
20325	4	0	0	0	0
20326	5	0	1	1	0
20327	5	0	0	1	0
20328	4	0	0	1	0
20329	5	0	1	1	0
20330	4	0	0	1	0
20331	5	0	1	1	1
20332	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20333	5	0	0	1	0
20334	4	1	0	0	0
20335	5	0	0	1	0
20336	5	0	0	0	0
20337	5	0	0	1	0
20338	4	0	1	1	0
20339	5	0	0	1	0
20340	4	0	0	1	0
20341	5	0	0	1	0
20342	5	0	0	1	0
20343	3	0	0	1	0
20344	4	1	1	1	0
20345	5	0	0	0	0
20346	5	0	1	1	0
20347	4	0	0	1	0
20348	4	0	1	1	1
20349	4	1	0	1	0
20350	4	0	0	1	0
20351	4	0	0	1	0
20352	4	0	0	1	0
20353	5	0	1	1	1
20354	3	0	1	1	1
20355	4	1	1	1	1
20356	3	0	1	1	0
20357	4	0	1	1	0
20358	4	1	1	1	0
20359	5	0	0	1	0
20360	5	0	0	1	0
20361	5	0	0	1	0
20362	4	0	1	1	0
20363	4	0	0	1	0
20364	4	0	1	0	0
20365	5	0	0	1	0
20366	5	1	0	1	1
20367	4	0	.	1	0
20368	3	1	1	1	0
20369	4	0	1	1	0
20370	5	0	1	1	0
20371	5	0	0	1	0
20372	3	0	0	1	0
20373	4	0	1	1	0
20374	5	0	1	1	0
20375	4	0	0	1	0
20376	5	0	0	1	0
20377	4	0	0	1	0
20378	3	0	1	1	1

RandomID	D1	D2	D3	D4	D5
20379	5	0	1	1	1
20380	5	0	0	1	0
20381	5	0	0	1	0
20382	4	0	0	1	0
20383	5	0	1	0	0
20384	4	0	0	1	0
20385	5	0	0	1	0
20386	5	0	1	1	1
20387	5	0	1	1	1
20388	5	0	1	1	0
20389	4	0	1	1	1
20390	5	0	0	1	0
20391	5	0	0	1	0
20392	4	0	0	1	0
20393	4	0	0	1	1
20394	4	0	0	1	0
20395	4	0	0	1	0
20396	4	0	0	1	0
20397	4	0	1	1	0
20398	5	0	1	1	0
20399	5	0	0	1	0
20400	4	0	1	1	1
20401	4	0	1	1	0
20402	4	0	0	1	0
20403	4	0	0	1	0
20404	4	0	1	1	0
20405	4	0	0	1	0
20406	5	0	0	1	0
20407	5	0	0	1	0
20408	5	0	0	1	0
20409	5	0	1	1	0
20410	4	0	0	1	0
20411	5	0	0	1	0
20412	5	0	0	1	0
20413	5	0	1	1	0
20414	5	0	0	1	0
20415	4	0	0	1	0
20416	5	0	0	1	0
20417	5	0	0	1	0
20418	4	0	0	0	0
20419	5	0	0	1	0
20420	5	0	0	1	0
20421	5	0	1	1	0
20422	3	0	0	1	1
20423	4	0	1	1	0
20424	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20425	4	0	1	1	0
20426	5	0	0	1	1
20427	5	0	0	1	0
20428	3	0	0	1	1
20429	5	0	0	1	0
20430	4	0	1	1	0
20431	5	0	1	1	1
20432	5	0	0	1	0
20433	4	0	1	1	0
20434	3	0	1	1	0
20435	5	0	0	1	0
20436	4	0	0	1	0
20437	4	0	1	1	0
20438	4	0	0	1	0
20439	3	1	1	1	0
20440	5	0	1	1	0
20441	5	0	0	1	0
20442	4	0	0	1	0
20443	5	0	0	1	0
20444	5	0	0	1	0
20445	5	0	1	1	0
20446	5	0	0	1	0
20447	4	0	0	1	0
20448	4	0	1	1	0
20449	4	0	1	1	1
20450	4	0	0	1	0
20451	4	0	0	1	1
20452	5	0	0	1	0
20453	5	0	1	1	1
20454	4	0	1	1	0
20455	4	0	1	1	0
20456	5	0	0	1	0
20457	5	0	0	1	0
20458	5	0	1	1	1
20459	5	0	0	1	0
20460	5	0	0	1	0
20461	3	0	0	1	0
20462	5	0	1	1	0
20463	5	0	1	1	0
20464	5	0	0	1	0
20465	4	0	1	1	0
20466	5	0	0	1	0
20467	5	0	0	1	0
20468	5	0	0	1	0
20469	4	0	1	1	0
20470	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20471	5	0	0	1	0
20472	4	0	1	1	0
20473	4	0	1	1	0
20474	4	0	0	1	0
20475	4	1	1	1	0
20476	4	0	0	1	0
20477	4	0	1	1	0
20478	4	0	0	1	0
20479	5	0	1	1	1
20480	3	1	0	1	0
20481	4	0	0	1	0
20482	5	0	1	1	0
20483	5	0	0	1	0
20484	4	0	0	1	0
20485	5	0	0	1	0
20486	5	0	0	1	0
20487	5	0	1	1	0
20488	5	0	1	1	0
20489	5	0	0	1	0
20490	4	0	0	1	0
20491	5	0	0	1	0
20492	4	0	0	1	0
20493	5	0	0	1	1
20494	5	1	1	1	0
20495	5	0	1	1	0
20496	4	0	0	1	1
20497	5	0	0	1	0
20498	4	0	0	1	0
20499	5	0	1	1	0
20500	5	0	1	1	0
20501	4	0	0	1	0
20502	4	0	1	1	0
20503	5	0	1	1	1
20504	4	0	1	1	0
20505	5	0	1	1	0
20506	5	0	1	0	0
20507	4	1	1	1	1
20508	4	0	1	1	0
20509	5	0	0	1	0
20510	5	0	0	1	1
20511	5	0	0	1	0
20512	4	0	0	1	0
20513	5	1	1	1	0
20514	4	0	1	1	0
20515	5	0	0	1	0
20516	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20517	4	0	1	1	1
20518	5	0	1	1	1
20519	4	0	1	0	0
20520	5	0	0	1	0
20521	5	0	0	1	0
20522	5	1	1	1	0
20523	5	0	0	1	0
20524	5	0	0	1	0
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20526	3	0	1	1	0
20527	4	0	1	1	0
20528	4	0	0	1	0
20529	3	0	0	1	0
20530	5	0	1	1	0
20531	4	0	0	1	0
20532	3	0	1	1	1
20533	5	0	0	1	0
20534	5	0	1	1	0
20535	4	0	1	1	1
20536	4	1	1	1	0
20537	5	0	1	0	0
20538	4	0	1	1	0
20539	5	0	1	1	0
20540	5	0	1	1	0
20541	5	0	0	1	0
20542	5	0	1	1	0
20543	4	0	0	1	0
20544	4	1	1	1	0
20545	5	0	0	0	0
20546	2	1	1	1	0
20547	5	0	1	1	0
20548	4	0	1	1	0
20549	5	0	0	1	0
20550	4	0	0	1	0
20551	4	0	0	0	0
20552	5	0	0	1	0
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20554	5	0	1	1	0
20555	5	0	0	1	0
20556	4	1	1	1	0
20557	5	0	1	1	0
20558	4	0	1	1	0
20559	5	0	1	1	0
20560	4	0	1	1	1
20561	5	0	1	1	0
20562	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20563	5	0	1	1	0
20564	4	0	0	1	0
20565	5	0	1	1	0
20566	4	0	1	1	0
20567	4	0	1	1	0
20568	5	0	1	1	0
20569	5	0	1	1	0
20570	5	0	1	1	1
20571	4	0	1	0	0
20572	5	0	1	1	1
20573	5	0	0	1	0
20574	4	1	1	1	0
20575	4	0	1	1	0
20576	5	0	0	1	0
20577	4	0	1	1	0
20578	4	0	1	1	0
20579	5	0	0	1	0
20580	5	0	1	1	0
20581	5	0	0	1	1
20582	4	0	1	1	1
20583	5	0	1	1	1
20584	4	0	0	1	0
20585	5	0	1	1	0
20586	4	0	1	1	0
20587	4	0	0	1	0
20588	5	0	1	0	1
20589	4	0	0	1	0
20590	3	0	0	1	0
20591	4	1	1	1	0
20592	5	0	1	1	0
20593	3	0	1	1	0
20594	4	0	1	1	0
20595	4	0	0	1	0
20596	5	0	0	1	0
20597	3	0	0	1	0
20598	5	0	1	1	1
20599	4	0	1	1	0
20600	5	0	0	1	0
20601	3	0	0	1	0
20602	4	0	1	1	0
20603	3	0	1	1	0
20604	4	0	1	1	0
20605	4	0	0	1	0
20606	5	0	1	1	0
20607	4	0	0	1	0
20608	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
20609	5	0	1	1	0
20610	3	0	0	1	0
20611	4	0	0	1	0
20612	5	0	1	1	0
20613	5	0	1	1	0
20614	5	1	0	1	0
20615	4	0	0	1	0
20616	4	0	0	1	0
20617	4	0	1	1	0
20618	5	0	0	1	0
20619	4	1	1	1	0
20620	5	0	0	1	0
20621	4	0	1	1	0
20622	3	0	0	1	0
20623	5	0	1	0	0
20624	4	0	1	0	0
20625	4	0	0	1	0
20626	4	0	0	1	0
20627	4	0	1	1	0
20628	4	0	1	1	0
20629	5	0	1	1	0
20630	5	0	0	1	0
20631	4	0	1	1	0
20632	5	0	1	1	0
20633	4	0	1	1	0
20634	5	0	1	1	0
20635	5	0	0	1	0
20636	5	0	0	0	0
20637	5	0	0	1	0
20638	3	0	0	1	0
20639	5	0	1	1	0
20640	4	0	1	1	0
20641	4	0	0	1	0
20642	5	0	0	1	1
20643	4	0	1	1	0
20644	3	0	1	1	0
20645	4	0	0	1	0
20646	4	0	0	1	0
20647	4	0	1	1	0
20648	4	0	1	1	0
20649	5	0	0	1	0
20650	5	0	1	1	0
20651	5	0	0	1	0
20652	5	0	0	1	0
20653	4	0	1	1	0
20654	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20655	5	0	0	1	0
20656	5	0	0	1	0
20657	5	0	1	1	0
20658	4	0	0	1	0
20659	4	0	0	0	0
20660	5	0	1	1	0
20661	4	0	1	1	0
20662	5	0	0	1	1
20663	5	0	1	1	0
20664	5	0	0	1	0
20665	5	0	1	1	0
20666	5	0	0	1	0
20667	5	0	1	1	0
20668	3	1	1	1	0
20669	5	0	0	1	0
20670	5	0	0	1	0
20671	4	1	1	0	0
20672	4	0	1	1	0
20673	4	0	1	1	0
20674	5	0	0	1	0
20675	3	0	0	1	0
20676	4	0	0	1	0
20677	4	0	0	1	0
20678	4	0	0	1	0
20679	4	0	0	1	0
20680	5	0	0	1	0
20681	5	0	1	1	1
20682	4	0	0	1	0
20683	5	0	0	1	0
20684	4	0	1	1	0
20685	5	0	1	1	0
20686	4	0	0	1	0
20687	5	1	1	1	0
20688	4	1	0	1	0
20689	4	0	0	1	0
20690	4	0	0	1	0
20691	4	0	1	1	0
20692	5	1	0	1	0
20693	5	0	0	1	0
20694	5	0	1	1	0
20695	5	0	0	1	0
20696	5	0	0	0	0
20697	4	0	1	1	0
20698	5	0	0	1	0
20699	4	0	1	1	0
20700	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20701	5	0	0	1	0
20702	5	0	0	1	0
20703	4	0	1	1	0
20704	4	1	1	1	0
20705	4	0	1	1	0
20706	4	0	1	1	0
20707	4	0	0	1	0
20708	4	0	1	1	0
20709	4	0	1	0	1
20710	5	0	0	1	1
20711	4	0	1	1	0
20712	5	0	1	1	0
20713	4	1	0	1	1
20714	5	0	1	1	0
20715	4	0	1	1	0
20716	3	0	0	1	0
20717	5	0	0	1	0
20718	5	0	0	1	0
20719	5	0	0	1	0
20720	5	0	1	1	0
20721	4	0	0	1	0
20722	4	0	0	1	0
20723	4	0	1	1	1
20724	5	0	1	1	0
20725	5	0	0	1	0
20726	4	0	0	1	1
20727	4	1	1	1	0
20728	5	0	0	1	0
20729	4	0	0	1	0
20730	5	0	1	1	0
20731	5	0	0	1	0
20732	5	0	1	1	0
20733	4	0	1	1	0
20734	5	0	1	1	1
20735	3	0	1	1	0
20736	5	0	1	1	0
20737	5	0	0	1	0
20738	4	0	1	1	0
20739	5	0	0	1	0
20740	5	0	1	1	0
20741	4	0	1	1	0
20742	4	0	1	1	0
20743	5	0	1	1	0
20744	5	0	1	1	0
20745	5	0	1	1	0
20746	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
20747	5	0	1	1	0
20748	5	0	1	1	0
20749	5	0	0	1	0
20750	4	0	1	1	0
20751	5	0	0	1	0
20752	4	0	0	1	0
20753	5	0	0	1	0
20754	4	0	0	1	0
20755	5	0	0	1	0
20756	4	0	0	1	0
20757	2	0	1	1	0
20758	5	0	0	1	0
20759	4	0	0	1	0
20760	4	0	1	1	0
20761	4	0	1	1	0
20762	5	0	0	1	0
20763	5	0	0	1	0
20764	5	0	0	1	0
20765	4	0	0	1	0
20766	4	0	0	1	0
20767	4	0	1	1	0
20768	4	0	0	1	0
20769	5	0	1	1	0
20770	5	0	1	1	0
20771	4	0	0	1	0
20772	4	0	1	1	1
20773	5	0	1	1	0
20774	4	0	1	1	0
20775	4	0	0	1	0
20776	3	0	0	1	0
20777	4	0	1	1	0
20778	4	0	1	1	0
20779	4	0	0	1	0
20780	5	0	0	1	0
20781	5	0	1	1	0
20782	5	0	0	1	0
20783	4	0	0	1	0
20784	5	0	0	1	0
20785	4	0	0	1	0
20786	4	0	0	1	1
20787	4	1	1	1	0
20788	5	1	1	1	0
20789	4	0	0	1	0
20790	4	0	1	1	0
20791	3	.	0	1	1
20792	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20793	4	0	1	1	0
20794	5	0	0	1	0
20795	5	0	1	1	0
20796	5	0	0	1	0
20797	4	0	0	1	0
20798	5	0	0	1	0
20799	4	0	0	1	0
20800	5	0	0	1	0
20801	4	0	1	1	0
20802	5	0	1	1	0
20803	4	0	1	1	0
20804	5	0	0	1	1
20805	5	0	0	1	1
20806	5	0	0	1	0
20807	5	0	1	1	0
20808	5	0	0	1	1
20809	3	0	0	1	0
20810	4	0	0	1	0
20811	5	0	1	1	0
20812	4	0	0	0	0
20813	5	0	0	1	0
20814	4	0	1	1	0
20815	4	0	1	1	0
20816	4	0	1	1	0
20817	5	0	0	1	0
20818	5	0	1	1	0
20819	5	0	1	1	0
20820	4	0	0	1	0
20821	5	0	0	1	0
20822	4	1	0	1	0
20823	4	0	0	1	0
20824	5	0	0	1	0
20825	4	0	0	1	1
20826	5	0	1	1	0
20827	5	0	0	1	0
20828	5	0	1	1	0
20829	4	0	1	1	0
20830	5	0	1	1	0
20831	4	0	0	1	0
20832	4	0	0	1	0
20833	4	0	1	1	0
20834	4	0	0	1	0
20835	5	0	1	1	0
20836	5	0	0	1	0
20837	3	0	1	1	1
20838	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20839	5	0	0	1	0
20840	5	0	0	1	0
20841	3	0	1	1	0
20842	5	0	0	1	0
20843	5	0	1	0	1
20844	4	0	0	1	0
20845	5	0	1	1	0
20846	5	0	0	1	0
20847	5	0	1	1	0
20848	4	0	1	0	1
20849	3	1	0	1	0
20850	5	0	1	1	0
20851	5	0	1	1	0
20852	4	0	1	1	0
20853	4	0	1	1	0
20854	5	0	0	1	0
20855	4	0	1	1	0
20856	4	0	1	1	0
20857	5	0	1	1	0
20858	5	0	0	1	0
20859	5	0	0	1	0
20860	4	0	0	0	0
20861	5	0	0	0	0
20862	5	0	0	1	1
20863	5	0	1	1	0
20864	4	0	1	1	0
20865	5	0	0	1	0
20866	4	0	1	1	0
20867	4	0	0	1	0
20868	4	0	0	1	0
20869	5	0	1	1	1
20870	3	0	1	1	0
20871	5	0	1	1	1
20872	5	0	1	1	0
20873	4	0	1	0	1
20874	4	0	1	1	0
20875	4	0	1	1	0
20876	4	0	0	1	0
20877	5	0	1	1	0
20878	5	0	1	1	0
20879	3	1	0	1	0
20880	4	0	1	1	0
20881	5	1	0	1	0
20882	4	0	0	1	0
20883	5	0	1	1	0
20884	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20885	4	1	0	1	0
20886	4	0	0	1	0
20887	5	0	0	1	0
20888	5	0	0	1	0
20889	3	0	0	1	0
20890	4	0	0	1	0
20891	5	0	0	1	0
20892	5	0	1	1	0
20893	4	0	1	1	0
20894	4	0	0	1	0
20895	4	0	0	1	0
20896	4	0	0	1	0
20897	5	0	0	1	0
20898	5	0	0	1	0
20899	4	0	0	1	0
20900	4	0	1	1	0
20901	5	0	0	1	0
20902	4	0	0	1	0
20903	5	0	0	1	0
20904	5	0	1	1	1
20905	5	0	0	1	0
20906	4	0	1	1	0
20907	4	0	1	1	0
20908	5	0	0	1	0
20909	5	0	0	1	0
20910	5	0	1	1	0
20911	5	0	0	1	0
20912	4	0	1	1	1
20913	4	0	1	1	1
20914	4	0	0	0	0
20915	5	1	0	1	0
20916	5	0	0	1	0
20917	5	1	0	1	0
20918	5	0	0	1	0
20919	5	0	1	1	0
20920	5	0	0	1	0
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20922	4	0	0	1	0
20923	5	0	1	1	0
20924	5	0	1	1	0
20925	4	0	0	1	0
20926	5	0	0	1	0
20927	5	0	0	1	0
20928	5	0	0	0	1
20929	5	0	0	1	1
20930	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
20931	5	0	0	1	0
20932	4	0	0	1	1
20933	4	0	1	1	0
20934	5	0	1	1	0
20935	5	0	0	1	0
20936	4	0	1	1	0
20937	4	0	0	1	0
20938	4	0	0	1	0
20939	4	0	0	1	0
20940	4	0	1	1	0
20941	4	0	0	1	0
20942	4	0	1	1	0
20943	5	0	1	1	0
20944	4	0	0	1	0
20945	3	0	0	1	0
20946	5	0	1	1	0
20947	5	0	0	1	1
20948	5	0	1	1	0
20949	4	0	1	1	0
20950	4	0	1	1	0
20951	5	0	0	1	0
20952	4	0	0	1	0
20953	5	0	0	1	0
20954	4	0	0	1	0
20955	4	0	0	1	1
20956	3	1	0	1	0
20957	5	0	1	1	0
20958	5	0	1	1	1
20959	5	0	1	1	0
20960	5	0	0	1	0
20961	5	0	1	0	0
20962	5	0	1	1	0
20963	4	1	1	1	0
20964	4	0	0	1	0
20965	5	0	1	0	0
20966	4	0	0	1	0
20967	4	0	1	0	0
20968	4	0	1	1	0
20969	5	0	1	1	0
20970	4	0	0	1	0
20971	5	0	1	1	0
20972	4	0	1	1	0
20973	4	0	1	1	0
20974	3	0	0	1	0
20975	5	0	0	1	0
20976	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
20977	4	0	1	1	0
20978	4	0	1	1	0
20979	3	0	1	1	0
20980	5	0	0	1	0
20981	5	0	0	1	0
20982	4	0	1	1	0
20983	4	0	1	1	0
20984	5	0	0	1	0
20985	3	0	1	1	0
20986	5	0	0	1	0
20987	5	0	1	1	0
20988	3	0	1	1	0
20989	4	1	1	1	0
20990	5	0	0	1	0
20991	5	0	1	1	1
20992	4	0	0	1	0
20993	4	0	1	1	1
20994	4	0	0	1	0
20995	5	0	0	1	0
20996	3	0	1	1	1
20997	4	0	1	1	1
20998	4	0	0	1	0
20999	4	0	1	1	0
21000	3	0	1	1	0
21001	4	0	1	1	0
21002	4	1	1	1	0
21003	4	0	0	1	0
21004	4	0	0	1	0
21005	4	0	0	1	0
21006	5	0	1	1	0
21007	5	0	1	1	1
21008	4	0	0	1	1
21009	5	0	1	1	0
21010	4	0	1	1	0
21011	5	0	0	1	0
21012	4	0	0	1	0
21013	4	0	1	1	0
21014	5	0	0	1	0
21015	5	0	0	1	0
21016	5	0	0	1	0
21017	4	0	0	1	0
21018	5	0	0	1	0
21019	5	0	0	1	0
21020	4	0	0	1	0
21021	5	0	1	1	0
21022	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
21023	5	0	0	1	0
21024	4	0	1	1	0
21025	5	0	1	1	0
21026	5	0	1	1	0
21027	4	0	0	1	0
21028	4	0	1	1	0
21029	5	1	0	1	0
21030	4	0	0	1	1
21031	5	0	0	1	0
21032	5	0	0	1	0
21033	5	0	0	1	0
21034	4	0	0	1	0
21035	4	0	1	1	0
21036	5	0	0	0	0
21037	4	0	0	1	0
21038	5	0	0	1	0
21039	4	0	1	1	0
21040	5	0	1	1	0
21041	4	0	0	1	0
21042	4	0	1	1	0
21043	4	1	0	1	0
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21050	4	0	0	1	0
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21053	4	0	0	1	0
21054	5	0	1	1	0
21055	4	0	0	1	0
21056	5	0	0	1	1
21057	5	0	1	1	0
21058	4	0	0	1	0
21059	3	1	0	1	0
21060	4	0	0	1	0
21061	4	0	1	0	0
21062	5	0	1	1	0
21063	5	1	0	1	0
21064	4	0	1	1	0
21065	3	0	0	1	1
21066	5	0	0	1	0
21067	4	0	0	1	0
21068	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
21069	4	0	0	1	0
21070	5	0	0	1	0
21071	3	1	1	1	1
21072	4	0	0	1	0
21073	5	0	1	1	0
21074	4	0	0	1	0
21075	4	0	0	0	0
21076	4	0	0	1	0
21077	5	0	1	0	0
21078	5	0	0	1	0
21079	4	1	1	1	1
21080	5	0	1	1	0
21081	5	0	1	1	1
21082	4	0	0	1	0
21083	4	0	1	1	0
21084	5	1	1	1	0
21085	3	1	1	1	0
21086	5	0	0	1	0
21087	5	0	0	1	0
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21090	4	0	0	1	0
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21092	5	1	1	1	0
21093	5	0	1	1	1
21094	5	0	1	1	0
21095	4	0	1	1	1
21096	4	0	0	1	0
21097	4	0	0	0	0
21098	5	1	0	1	0
21099	4	0	0	1	0
21100	5	0	1	1	1
21101	5	0	1	1	0
21102	3	0	0	1	0
21103	4	0	1	1	0
21104	5	0	1	1	0
21105	5	0	1	1	0
21106	3	0	1	1	0
21107	4	1	1	1	0
21108	4	0	0	1	0
21109	4	0	0	1	0
21110	4	0	0	1	0
21111	4	0	0	1	0
21112	3	0	0	1	0
21113	5	0	0	1	0
21114	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
21115	4	0	1	1	0
21116	4	0	0	1	0
21117	5	0	0	1	0
21118	5	0	0	1	0
21119	5	0	1	1	1
21120	5	0	1	1	0
21121	3	0	0	1	0
21122	5	0	1	1	1
21123	5	0	0	1	0
21124	5	0	0	1	0
21125	4	0	0	1	0
21126	5	0	1	1	0
21127	3	0	1	1	0
21128	5	0	1	1	0
21129	5	0	0	1	0
21130	5	0	0	1	0
21131	5	0	0	1	0
21132	4	0	0	1	0
21133	4	0	1	1	0
21134	5	0	1	1	0
21135	5	1	1	1	0
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21140	5	0	1	1	0
21141	5	1	0	1	0
21142	4	0	0	1	0
21143	5	0	1	1	0
21144	4	0	1	1	0
21145	4	1	1	1	0
21146	4	0	1	1	0
21147	4	0	0	1	0
21148	5	1	1	1	1
21149	5	0	0	1	0
21150	4	0	0	1	0
21151	5	0	0	1	0
21152	5	0	0	1	0
21153	4	0	0	1	0
21154	5	0	1	1	0
21155	5	0	1	1	0
21156	4	0	1	1	0
21157	5	0	0	1	0
21158	3	0	1	0	0
21159	5	0	0	1	0
21160	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
21161	4	0	0	1	0
21162	4	0	0	1	0
21163	5	0	0	1	0
21164	4	0	0	1	0
21165	3	1	1	1	0
21166	4	0	1	1	0
21167	5	0	0	1	0
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21169	5	0	0	1	0
21170	5	0	1	1	0
21171	5	0	0	1	0
21172	5	0	0	1	0
21173	5	0	1	1	0
21174	4	1	1	1	1
21175	5	0	0	1	0
21176	4	0	0	1	0
21177	4	0	0	1	0
21178	5	0	1	1	1
21179	5	0	1	1	0
21180	4	0	0	1	1
21181	3	0	0	1	0
21182	4	0	1	1	0
21183	5	0	0	1	1
21184	5	0	1	1	0
21185	4	0	1	1	0
21186	4	0	1	1	0
21187	5	0	0	1	0
21188	5	0	0	1	0
21189	5	0	0	1	1
21190	5	0	0	1	1
21191	5	0	1	1	0
21192	5	0	0	1	0
21193	4	0	1	1	0
21194	3	0	0	0	0
21195	5	0	0	1	0
21196	4	0	0	1	0
21197	5	0	0	1	0
21198	5	0	0	1	0
21199	5	0	1	1	0
21200	5	0	0	1	0
21201	3	0	1	1	0
21202	5	0	1	1	0
21203	4	0	0	1	0
21204	3	0	1	1	1
21205	4	0	1	1	0
21206	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
21207	4	0	0	1	0
21208	4	0	0	1	0
21209	4	0	1	1	1
21210	5	0	0	1	0
21211	5	0	0	1	0
21212	4	0	1	1	0
21213	5	0	1	1	0
21214	4	1	1	1	0
21215	5	0	0	1	0
21216	4	0	0	1	0
21217	5	0	0	1	0
21218	5	0	0	1	0
21219	5	0	0	1	0
21220	4	0	1	1	0
21221	5	0	1	1	0
21222	5	0	1	1	1
21223	4	0	1	1	0
21224	4	0	0	1	0
21225	5	0	0	1	1
21226	4	0	1	1	1
21227	5	0	0	1	0
21228	5	0	1	1	0
21229	4	0	1	1	1
21230	5	0	0	1	0
21231	5	0	1	1	0
21232	4	0	1	1	0
21233	5	0	1	1	0
21234	5	0	0	1	0
21235	5	0	0	1	0
21236	4	0	0	1	0
21237	5	0	0	1	0
21238	4	0	0	1	0
21239	4	0	1	1	0
21240	4	0	1	1	0
21241	3	0	0	1	0
21242	4	0	1	1	0
21243	4	0	1	1	0
21244	4	0	0	1	0
21245	4	0	0	1	0
21246	4	0	1	1	0
21247	5	0	0	1	0
21248	5	0	1	1	0
21249	5	0	0	0	0
21250	4	0	0	1	0
21251	4	0	0	1	0
21252	4	0	0	1	1

RandomID	D1	D2	D3	D4	D5
21253	4	0	0	1	0
21254	5	0	0	1	0
21255	5	0	0	0	1
21256	5	0	0	1	0
21257	4	0	0	1	0
21258	4	0	0	1	0
21259	4	0	1	1	1
21260	4	0	0	1	0
21261	4	0	1	1	0
21262	4	0	0	1	0
21263	5	0	0	1	0
21264	4	0	1	1	0
21265	4	0	1	1	1
21266	4	0	1	1	0
21267	4	0	1	1	0
21268	4	1	1	1	0
21269	5	0	0	1	0
21270	4	0	0	1	0
21271	4	0	0	1	0
21272	4	0	1	1	1
21273	5	1	1	1	0
21274	5	0	0	1	0
21275	5	1	1	1	0
21276	4	0	0	0	1
21277	4	0	1	1	0
21278	4	0	0	0	1
21279	5	0	0	1	0
21280	5	0	0	1	0
21281	3	0	1	1	0
21282	4	0	0	1	0
21283	4	0	1	1	0
21284	3	1	1	1	1
21285	4	0	1	1	0
21286	4	0	0	1	0
21287	4	0	1	1	0
21288	5	0	0	1	0
21289	5	0	0	1	1
21290	4	0	0	1	0
21291	5	0	1	1	0
21292	5	1	1	1	1
21293	4	0	1	1	0
21294	3	0	0	1	0
21295	4	0	0	1	0
21296	5	0	1	1	0
21297	3	0	1	1	0
21298	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
21299	3	0	0	1	0
21300	5	0	0	1	0
21301	5	0	0	1	1
21302	5	0	0	1	0
21303	5	0	0	1	0
21304	5	0	0	1	0
21305	5	0	1	1	0
21306	5	0	1	1	0
21307	5	0	0	1	0
21308	4	0	0	1	0
21309	4	0	0	1	0
21310	5	0	0	1	0
21311	4	0	0	1	0
21312	5	0	1	1	0
21313	4	0	1	1	0
21314	5	0	0	1	0
21315	5	0	0	1	0
21316	5	0	0	1	0
21317	5	0	0	1	0
21318	4	1	1	1	0
21319	5	0	0	1	0
21320	5	0	0	1	0
21321	5	0	1	1	0
21322	5	0	0	1	0
21323	5	0	1	1	0
21324	5	0	0	1	0
21325	5	0	0	1	1
21326	5	1	1	1	0
21327	5	0	0	1	0
21328	5	0	0	1	0
21329	4	1	0	1	0
21330	4	0	0	1	0
21331	4	0	0	1	0
21332	3	0	1	1	0
21333	4	0	1	1	0
21334	5	0	0	1	0
21335	4	0	0	1	0
21336	4	0	0	1	0
21337	4	0	0	1	0
21338	4	0	1	1	0
21339	4	0	1	1	0
21340	5	0	0	1	0
21341	5	0	0	1	1
21342	3	0	0	1	0
21343	5	0	0	1	0
21344	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
21345	5	0	0	1	0
21346	4	0	0	1	0
21347	4	0	1	1	0
21348	4	1	1	1	0
21349	4	0	0	1	0
21350	5	0	0	1	0
21351	4	0	1	1	0
21352	5	0	1	0	0
21353	5	0	1	1	0
21354	5	0	1	1	0
21355	5	0	0	1	0
21356	5	0	1	1	0
21357	4	0	1	1	0
21358	3	0	0	1	0
21359	5	0	0	1	0
21360	5	1	0	1	0
21361	5	0	0	1	0
21362	5	0	0	1	0
21363	3	0	0	1	0
21364	5	0	0	1	0
21365	4	0	0	1	0
21366	5	0	1	1	0
21367	5	0	1	1	0
21368	4	0	0	1	0
21369	4	0	0	1	0
21370	4	0	1	1	0
21371	5	0	0	1	0
21372	4	0	0	1	0
21373	4	0	1	1	0
21374	4	0	1	1	0
21375	4	0	0	1	0
21376	5	0	0	1	0
21377	4	0	1	1	0
21378	5	0	0	1	0
21379	3	0	0	1	1
21380	3	0	0	1	0
21381	4	0	0	1	0
21382	4	0	1	1	0
21383	5	0	0	1	0
21384	4	0	0	0	0
21385	3	0	1	1	0
21386	4	0	0	1	0
21387	5	0	0	1	0
21388	4	0	0	1	0
21389	5	0	0	1	0
21390	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
21391	4	0	1	1	0
21392	4	0	0	1	0
21393	4	0	0	1	0
21394	3	0	1	1	0
21395	5	0	0	1	0
21396	5	0	1	1	0
21397	5	0	0	1	1
21398	4	0	1	1	0
21399	5	0	1	1	1
21400	5	0	1	1	0
21401	5	1	1	1	1
21402	5	0	0	1	1
21403	5	0	0	1	1
21404	4	0	1	1	1
21405	4	0	0	1	0
21406	3	1	1	1	1
21407	4	0	1	1	0
21408	4	0	0	1	0
21409	5	1	1	1	0
21410	5	1	1	1	1
21411	5	0	1	1	0
21412	4	0	1	1	0
21413	5	0	1	1	1
21414	4	0	0	1	0
21415	5	0	0	1	0
21416	5	0	0	1	0
21417	4	0	1	1	0
21418	5	0	0	1	0
21419	5	0	0	1	0
21420	4	0	1	1	0
21421	4	0	1	1	0
21422	4	0	0	1	0
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21424	5	0	0	1	0
21425	5	0	0	0	0
21426	4	0	0	1	1
21427	4	0	0	1	0
21428	4	0	0	1	0
21429	5	0	0	1	0
21430	5	1	1	1	0
21431	4	1	1	1	0
21432	4	0	0	1	0
21433	4	0	1	1	0
21434	5	0	1	1	0
21435	4	0	0	1	0
21436	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
21437	5	0	0	1	0
21438	5	0	0	1	0
21439	4	0	0	1	0
21440	4	0	1	1	1
21441	5	0	0	1	0
21442	4	0	0	1	0
21443	5	0	1	1	0
21444	5	0	1	1	1
21445	4	1	1	1	0
21446	5	0	1	1	0
21447	5	0	1	1	0
21448	5	0	1	1	0
21449	4	0	0	1	0
21450	5	0	0	1	0
21451	5	1	1	1	0
21452	5	0	1	1	0
21453	5	0	0	1	0
21454	5	0	0	1	0
21455	4	0	0	1	0
21456	5	0	0	1	0
21457	4	0	1	1	0
21458	5	0	0	1	0
21459	5	0	0	1	0
21460	4	0	0	1	0
21461	5	0	0	1	0
21462	5	0	0	1	0
21463	4	0	0	1	0
21464	5	0	1	1	0
21465	4	1	1	1	1
21466	4	0	0	1	0
21467	4	1	0	1	0
21468	3	0	0	1	0
21469	4	0	1	1	0
21470	5	0	1	1	1
21471	5	0	0	1	1
21472	4	0	1	1	0
21473	5	0	0	1	0
21474	4	0	1	1	0
21475	5	0	1	1	0
21476	5	1	0	1	0
21477	4	0	0	1	0
21478	4	0	1	1	0
21479	4	0	1	1	1
21480	5	0	1	1	0
21481	4	0	1	1	0
21482	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
21483	5	0	0	1	0
21484	3	0	1	1	0
21485	4	1	0	1	0
21486	4	0	0	1	0
21487	5	0	1	1	0
21488	3	0	0	1	0
21489	4	0	0	1	0
21490	4	1	1	1	1
21491	5	0	0	1	0
21492	4	0	0	0	0
21493	5	0	0	1	0
21494	4	0	1	1	0
21495	5	0	1	1	0
21496	5	0	0	0	0
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21501	4	0	1	1	0
21502	4	0	0	1	0
21503	5	0	0	1	0
21504	5	0	0	0	0
21505	4	0	1	1	0
21506	4	0	1	1	0
21507	5	0	0	1	0
21508	5	0	1	1	0
21509	5	0	0	1	0
21510	5	0	1	1	0
21511	5	0	0	1	0
21512	5	0	1	1	0
21513	5	0	0	0	0
21514	4	0	1	1	0
21515	5	0	0	1	0
21516	4	0	0	1	0
21517	5	0	0	1	0
21518	5	0	0	1	0
21519	5	0	1	1	1
21520	3	0	0	1	0
21521	4	0	0	1	0
21522	4	0	1	1	0
21523	4	0	0	1	0
21524	3	0	1	1	0
21525	5	0	0	1	0
21526	5	0	0	1	0
21527	4	0	1	1	0
21528	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
21529	4	1	1	1	0
21530	5	1	0	1	0
21531	5	0	1	1	0
21532	5	0	0	1	0
21533	5	0	1	1	0
21534	4	0	0	1	0
21535	5	0	1	1	0
21536	5	0	0	1	0
21537	5	0	1	1	1
21538	4	0	1	1	0
21539	5	0	0	1	0
21540	5	0	0	1	0
21541	5	0	0	1	0
21542	4	0	1	1	0
21543	5	0	1	1	0
21544	5	0	1	1	0
21545	4	0	0	1	0
21546	4	0	0	1	0
21547	5	0	0	1	0
21548	5	0	1	1	1
21549	5	0	1	0	1
21550	4	0	1	1	0
21551	4	0	1	1	0
21552	4	0	0	1	0
21553	5	0	0	1	0
21554	3	0	0	1	0
21555	5	0	1	1	0
21556	5	0	1	1	0
21557	5	1	1	1	1
21558	4	0	0	1	0
21559	5	0	0	1	0
21560	4	1	1	1	1
21561	5	0	1	1	0
21562	5	0	0	1	0
21563	4	0	0	1	0
21564	4	0	1	1	0
21565	4	0	0	1	0
21566	4	0	1	1	0
21567	5	0	0	1	0
21568	4	0	0	1	0
21569	5	0	1	1	0
21570	5	0	0	1	0
21571	3	0	0	1	0
21572	4	0	0	1	0
21573	4	0	0	1	0
21574	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
21575	4	0	0	1	0
21576	5	0	0	1	0
21577	3	0	1	1	0
21578	5	0	0	1	0
21579	5	0	1	1	0
21580	5	0	1	1	0
21581	4	0	0	1	0
21582	5	0	1	1	0
21583	4	0	0	1	0
21584	4	0	1	1	0
21585	5	0	0	1	0
21586	4	0	1	1	0
21587	5	0	1	1	0
21588	5	0	0	1	0
21589	4	0	0	1	0
21590	5	0	1	1	0
21591	5	0	0	1	0
21592	4	0	0	1	0
21593	5	0	0	1	0
21594	5	0	0	1	0
21595	5	0	0	1	0
21596	5	0	0	1	0
21597	5	0	1	1	0
21598	5	0	1	1	0
21599	5	0	0	1	0
21600	5	0	1	1	0
21601	5	0	1	1	0
21602	3	0	1	1	1
21603	3	1	1	1	0
21604	4	0	0	1	0
21605	5	0	0	1	0
21606	5	0	0	1	0
21607	5	1	1	1	0
21608	5	0	0	1	0
21609	5	0	1	1	0
21610	4	0	1	1	0
21611	4	0	1	1	0
21612	5	0	0	1	0
21613	4	0	0	1	0
21614	4	0	0	1	0
21615	4	0	1	1	0
21616	4	0	0	1	0
21617	5	0	0	1	0
21618	5	0	1	1	0
21619	5	0	0	1	0
21620	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
21621	4	0	0	1	0
21622	4	0	0	1	0
21623	5	0	1	1	0
21624	5	0	0	1	0
21625	4	0	1	1	1
21626	5	0	1	1	0
21627	4	0	1	1	0
21628	3	1	0	1	0
21629	4	0	0	1	0
21630	5	0	0	1	0
21631	5	0	1	1	0
21632	5	0	1	1	0
21633	4	0	0	1	0
21634	4	0	0	1	1
21635	4	0	1	1	0
21636	5	0	0	1	0
21637	5	0	0	1	0
21638	5	0	1	1	0
21639	5	0	0	1	0
21640	5	0	1	1	0
21641	5	0	0	1	0
21642	4	0	0	1	1
21643	5	0	0	1	1
21644	5	1	0	1	1
21645	5	0	1	0	0
21646	5	0	0	1	0
21647	2	0	1	1	0
21648	5	0	1	1	1
21649	5	0	1	1	0
21650	3	0	1	1	0
21651	4	1	1	1	0
21652	5	0	0	1	0
21653	5	0	0	1	0
21654	5	0	0	1	0
21655	5	0	0	1	0
21656	5	0	0	1	0
21657	5	0	0	1	0
21658	5	1	0	1	0
21659	5	0	1	1	1
21660	4	0	0	1	0
21661	4	0	0	1	0
21662	5	0	0	1	0
21663	4	1	1	1	0
21664	5	0	1	1	0
21665	5	0	0	1	0
21666	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
21667	5	0	0	1	0
21668	5	0	1	1	0
21669	5	0	0	1	0
21670	4	0	0	1	0
21671	4	0	0	1	0
21672	5	0	1	1	0
21673	5	0	0	1	0
21674	5	0	0	1	0
21675	2	1	1	1	1
21676	5	0	0	1	1
21677	5	0	1	1	0
21678	3	0	1	1	0
21679	5	0	0	1	0
21680	5	0	0	1	0
21681	5	0	0	1	0
21682	5	0	1	1	0
21683	5	0	0	1	0
21684	5	0	1	1	0
21685	4	0	0	1	0
21686	5	0	1	1	0
21687	4	0	0	1	0
21688	5	0	0	1	0
21689	5	0	0	1	0
21690	4	0	1	1	1
21691	4	0	1	1	0
21692	5	0	1	1	0
21693	5	0	0	1	0
21694	4	0	0	1	0
21695	4	0	0	1	0
21696	5	0	1	1	0
21697	5	0	0	1	0
21698	5	0	1	1	0
21699	5	1	1	1	1
21700	5	0	1	1	0
21701	4	0	0	1	0
21702	5	0	0	1	0
21703	5	0	1	1	0
21704	4	0	1	1	0
21705	5	0	0	1	0
21706	4	0	1	1	0
21707	5	0	1	1	0
21708	5	0	0	1	0
21709	4	0	1	1	0
21710	5	0	0	1	0
21711	4	0	0	1	0
21712	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
21713	5	0	0	.	0
21714	5	0	0	1	0
21715	4	0	0	1	0
21716	5	0	0	1	0
21717	5	0	0	0	0
21718	4	0	0	1	0
21719	4	0	0	1	0
21720	5	0	0	1	0
21721	4	0	1	1	0
21722	4	0	0	1	0
21723	4	1	0	1	1
21724	3	0	1	1	1
21725	5	0	0	1	0
21726	4	0	1	1	0
21727	4	0	1	1	0
21728	5	0	0	1	0
21729	4	0	0	1	1
21730	5	0	0	1	0
21731	4	0	1	1	0
21732	4	0	1	1	0
21733	5	0	0	1	0
21734	4	0	1	1	0
21735	5	0	1	1	0
21736	5	0	1	1	0
21737	5	0	0	1	0
21738	5	0	0	1	0
21739	4	0	1	1	0
21740	4	0	1	1	0
21741	5	0	0	1	0
21742	5	0	1	1	0
21743	4	0	1	1	1
21744	4	1	0	1	0
21745	5	0	1	1	0
21746	3	1	1	1	0
21747	5	0	0	1	0
21748	4	0	1	1	0
21749	4	0	1	1	0
21750	4	0	1	1	0
21751	5	0	1	1	1
21752	5	0	0	1	0
21753	3	0	1	1	0
21754	3	0	0	1	0
21755	4	0	0	1	0
21756	5	0	1	1	0
21757	4	0	1	1	0
21758	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
21759	5	0	0	1	0
21760	4	0	1	1	0
21761	5	0	1	1	0
21762	5	0	0	1	0
21763	5	0	0	1	0
21764	4	0	0	1	0
21765	5	0	1	1	1
21766	5	0	0	1	0
21767	4	0	1	1	0
21768	4	1	1	1	0
21769	3	0	1	1	0
21770	4	0	0	1	0
21771	5	0	1	1	0
21772	5	0	1	1	1
21773	4	0	0	1	0
21774	5	0	0	1	0
21775	4	0	0	1	0
21776	5	0	1	1	0
21777	4	1	1	1	0
21778	4	0	0	1	1
21779	5	0	1	1	0
21780	5	0	0	1	0
21781	3	0	1	1	0
21782	5	0	0	1	0
21783	5	0	0	1	0
21784	5	0	1	1	0
21785	5	0	0	0	0
21786	4	0	0	1	1
21787	4	0	0	1	0
21788	3	0	0	1	0
21789	5	0	0	1	0
21790	5	0	0	1	0
21791	5	0	0	0	0
21792	4	0	1	1	0
21793	4	0	0	1	0
21794	5	0	0	1	0
21795	5	0	1	1	0
21796	4	0	0	1	0
21797	4	0	0	1	0
21798	5	0	1	0	0
21799	4	0	1	1	0
21800	5	0	0	1	0
21801	4	0	0	1	0
21802	5	0	1	1	0
21803	4	0	0	1	0
21804	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
21805	5	0	0	1	0
21806	5	0	1	1	0
21807	5	0	1	1	0
21808	5	1	0	1	0
21809	4	0	0	1	0
21810	5	0	0	1	0
21811	4	1	1	1	0
21812	5	0	1	1	0
21813	4	0	1	1	0
21814	4	0	0	1	0
21815	5	0	0	1	1
21816	4	0	1	1	0
21817	5	0	1	1	0
21818	5	0	1	1	0
21819	5	0	0	1	0
21820	3	0	1	1	0
21821	4	0	1	1	0
21822	5	0	0	1	0
21823	4	0	1	1	1
21824	4	0	0	1	0
21825	5	0	0	1	0
21826	5	0	1	1	1
21827	4	0	1	1	0
21828	5	0	1	1	0
21829	5	0	0	1	0
21830	4	0	0	1	0
21831	5	0	0	1	0
21832	5	0	1	0	0
21833	5	0	0	1	0
21834	5	0	0	1	0
21835	5	0	0	1	0
21836	5	0	0	1	0
21837	3	0	0	1	0
21838	4	0	1	1	0
21839	5	0	0	1	0
21840	5	0	0	1	0
21841	5	0	1	1	1
21842	4	0	0	1	0
21843	5	0	0	1	0
21844	4	0	1	1	0
21845	5	0	0	1	0
21846	4	0	1	1	1
21847	4	0	1	1	0
21848	4	0	1	1	0
21849	5	0	1	1	0
21850	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
21851	5	0	0	1	0
21852	4	0	0	1	0
21853	5	0	0	1	0
21854	4	0	0	1	0
21855	4	0	0	1	0
21856	5	0	1	1	0
21857	4	0	1	1	0
21858	4	0	1	1	0
21859	.	.	.	.	.
21860	4	0	0	1	0
21861	5	0	0	1	1
21862	5	0	0	1	0
21863	5	0	0	1	0
21864	5	0	1	1	0
21865	5	0	1	1	0
21866	5	0	1	1	0
21867	3	0	1	0	0
21868	5	0	0	1	0
21869	4	0	1	1	0
21870	5	0	0	1	0
21871	5	1	0	1	1
21872	4	0	0	1	0
21873	4	0	1	1	1
21874	4	0	1	1	0
21875	4	0	1	1	0
21876	5	0	0	1	0
21877	4	0	1	1	0
21878	5	0	0	1	0
21879	4	0	1	1	0
21880	5	0	1	1	0
21881	4	0	0	1	0
21882	5	1	0	1	0
21883	5	0	0	1	0
21884	5	0	1	1	0
21885	5	0	0	1	0
21886	4	0	1	1	0
21887	5	0	1	1	0
21888	4	0	0	1	0
21889	5	0	0	1	0
21890	5	0	0	1	1
21891	4	0	1	1	0
21892	4	0	0	1	0
21893	4	0	0	1	0
21894	4	0	1	1	0
21895	5	0	1	1	0
21896	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
21897	4	0	1	1	0
21898	5	0	0	1	0
21899	4	0	1	1	0
21900	3	0	0	1	0
21901	4	0	0	1	0
21902	5	0	0	1	0
21903	4	1	1	1	0
21904	5	0	1	1	0
21905	4	0	1	1	0
21906	3	0	0	1	0
21907	4	0	1	1	1
21908	5	1	0	1	0
21909	5	0	1	1	0
21910	5	0	0	1	0
21911	4	1	1	1	0
21912	5	0	1	1	0
21913	3	0	1	1	0
21914	5	0	0	1	0
21915	5	0	1	1	1
21916	5	0	0	1	0
21917	5	0	1	1	0
21918	4	0	0	1	0
21919	4	0	1	1	0
21920	4	0	0	1	0
21921	4	0	1	1	1
21922	5	0	1	1	0
21923	5	0	1	1	1
21924	4	0	0	1	0
21925	4	0	1	1	0
21926	5	0	0	1	0
21927	4	0	0	1	0
21928	5	0	0	0	0
21929	5	1	0	1	0
21930	5	0	0	1	0
21931	4	1	1	1	0
21932	4	1	0	1	0
21933	5	0	0	1	0
21934	4	0	0	1	0
21935	5	0	1	1	0
21936	4	0	0	1	0
21937	4	0	0	1	1
21938	5	0	0	1	0
21939	5	0	0	1	0
21940	5	0	0	1	0
21941	5	0	0	1	0
21942	3	0	0	1	0

RandomID	D1	D2	D3	D4	D5
21943	4	0	1	1	0
21944	5	0	0	1	0
21945	4	0	0	1	0
21946	5	0	0	1	0
21947	5	0	0	1	0
21948	5	0	0	1	0
21949	5	0	1	0	0
21950	4	1	1	1	0
21951	5	1	1	1	0
21952	4	0	0	1	0
21953	3	0	0	1	0
21954	4	0	0	1	0
21955	4	0	0	1	0
21956	5	0	0	1	0
21957	4	0	0	1	0
21958	5	0	1	1	0
21959	5	0	1	1	0
21960	5	0	0	1	0
21961	4	0	1	1	0
21962	5	0	1	1	0
21963	5	0	0	1	0
21964	5	0	1	1	0
21965	5	1	1	1	1
21966	4	0	1	1	0
21967	5	0	1	1	0
21968	4	0	0	1	0
21969	4	0	0	1	0
21970	5	0	0	1	0
21971	5	0	1	1	0
21972	5	0	1	1	0
21973	4	0	0	1	0
21974	4	0	0	1	0
21975	4	0	1	1	0
21976	5	0	0	0	0
21977	5	0	0	1	0
21978	5	0	0	1	0
21979	4	0	1	1	0
21980	.	.	.	.	.
21981	4	0	1	1	0
21982	4	0	1	1	0
21983	5	0	0	1	0
21984	3	0	1	1	1
21985	3	1	0	1	1
21986	5	0	0	1	0
21987	5	0	1	1	0
21988	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
21989	5	0	1	1	0
21990	5	0	0	1	0
21991	4	0	1	1	0
21992	3	0	1	1	0
21993	5	0	0	1	0
21994	5	0	0	1	0
21995	5	0	1	1	0
21996	5	0	1	1	0
21997	5	0	1	1	0
21998	5	0	1	1	0
21999	4	0	0	1	0
22000	5	0	1	1	1
22001	5	0	1	1	0
22002	4	0	0	1	0
22003	4	0	0	1	0
22004	3	0	0	1	1
22005	4	0	1	1	0
22006	5	0	1	1	0
22007	5	0	0	1	0
22008	4	0	1	1	0
22009	5	0	1	1	0
22010	5	0	1	1	0
22011	4	0	0	1	1
22012	5	0	0	1	0
22013	4	0	1	1	0
22014	4	0	0	1	0
22015	5	0	0	1	0
22016	4	0	0	1	0
22017	4	0	0	1	0
22018	4	0	0	1	0
22019	5	0	0	1	0
22020	4	0	1	1	0
22021	5	0	1	1	0
22022	4	0	1	1	0
22023	4	0	0	1	0
22024	5	0	0	1	0
22025	4	0	0	1	0
22026	4	1	0	1	0
22027	5	0	0	1	0
22028	5	0	0	1	0
22029	4	0	0	1	0
22030	3	0	1	1	0
22031	5	0	0	1	0
22032	5	0	1	1	0
22033	5	0	0	1	0
22034	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
22035	5	0	0	0	0
22036	3	0	1	1	0
22037	4	0	0	1	1
22038	5	0	1	1	0
22039	5	0	0	1	1
22040	5	0	0	0	1
22041	5	1	1	1	0
22042	5	0	0	1	0
22043	4	0	0	1	0
22044	5	0	1	1	0
22045	5	0	0	1	0
22046	4	0	0	1	0
22047	4	0	1	1	0
22048	4	0	1	1	0
22049	5	0	0	1	0
22050	4	0	0	1	0
22051	4	0	1	1	0
22052	5	0	0	1	0
22053	4	1	1	1	0
22054	4	0	0	1	0
22055	5	1	1	1	0
22056	4	0	0	1	1
22057	4	0	1	1	0
22058	5	0	1	1	0
22059	5	0	1	1	0
22060	4	0	1	1	0
22061	5	0	1	1	1
22062	5	0	0	1	0
22063	5	0	0	1	0
22064	5	0	1	1	1
22065	5	0	0	1	0
22066	4	0	1	1	0
22067	5	0	1	1	1
22068	5	0	1	1	0
22069	5	0	0	1	1
22070	5	0	1	1	0
22071	4	0	0	1	0
22072	5	0	0	1	0
22073	5	0	0	1	0
22074	5	0	0	1	0
22075	5	0	1	1	0
22076	3	0	1	1	0
22077	3	0	1	1	0
22078	4	0	0	1	0
22079	3	1	1	1	0
22080	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
22081	4	0	1	1	0
22082	5	0	0	1	0
22083	4	0	1	1	0
22084	4	0	1	1	0
22085	5	0	1	1	0
22086	5	0	1	1	0
22087	4	0	1	1	0
22088	3	0	0	1	0
22089	5	0	0	1	0
22090	5	0	0	1	0
22091	5	0	0	1	0
22092	5	0	0	1	0
22093	5	0	0	1	0
22094	5	0	1	1	0
22095	4	0	0	1	0
22096	5	0	0	0	0
22097	3	0	1	1	0
22098	5	0	0	1	0
22099	5	1	1	1	0
22100	4	0	0	1	0
22101	4	0	1	1	0
22102	4	0	0	1	0
22103	5	0	0	1	0
22104	4	0	1	1	0
22105	4	0	1	1	1
22106	4	0	0	1	1
22107	4	0	1	1	1
22108	4	0	0	1	0
22109	5	0	0	1	0
22110	5	0	1	1	0
22111	5	0	0	1	1
22112	5	0	1	1	0
22113	5	0	0	1	0
22114	4	0	0	1	0
22115	5	0	1	1	0
22116	5	0	1	1	0
22117	5	0	0	1	0
22118	4	0	0	0	0
22119	4	0	1	1	0
22120	3	0	1	1	0
22121	4	0	0	1	0
22122	5	0	0	1	1
22123	4	0	1	1	0
22124	5	1	1	1	1
22125	5	0	1	1	1
22126	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
22127	4	0	0	1	0
22128	5	0	1	1	0
22129	4	0	0	1	0
22130	4	0	0	1	0
22131	5	0	0	1	0
22132	3	0	1	1	0
22133	4	1	1	1	0
22134	4	1	1	1	1
22135	5	0	0	0	0
22136	5	0	0	1	0
22137	5	0	0	1	0
22138	4	0	0	1	0
22139	4	0	0	1	0
22140	4	0	1	1	0
22141	5	1	1	1	0
22142	5	0	1	1	0
22143	5	0	0	1	0
22144	4	0	0	1	0
22145	4	0	0	1	0
22146	4	0	1	0	0
22147	5	0	0	1	0
22148	5	0	0	1	0
22149	3	0	0	1	0
22150	5	0	0	1	0
22151	4	0	1	1	0
22152	4	0	0	1	0
22153	5	0	1	1	0
22154	5	0	0	1	0
22155	4	0	1	1	0
22156	5	0	0	0	1
22157	4	0	1	1	0
22158	5	0	0	1	0
22159	4	0	0	1	1
22160	3	1	1	0	0
22161	3	0	1	1	0
22162	5	0	1	1	0
22163	3	0	0	1	0
22164	3	0	0	1	0
22165	5	0	0	1	0
22166	4	0	0	1	0
22167	3	0	1	1	0
22168	4	0	0	1	0
22169	3	0	0	1	0
22170	5	0	0	1	0
22171	4	0	0	1	0
22172	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
22173	2	0	1	1	0
22174	5	0	1	1	0
22175	4	0	0	1	1
22176	4	0	0	1	0
22177	4	0	0	1	0
22178	5	0	0	1	0
22179	3	0	0	1	0
22180	4	0	1	0	0
22181	5	0	0	1	0
22182	5	0	0	1	0
22183	5	0	0	1	0
22184	4	0	0	1	0
22185	5	0	1	1	0
22186	5	0	0	1	0
22187	5	0	1	1	0
22188	4	0	0	1	0
22189	5	0	1	1	0
22190	5	0	0	1	0
22191	2	0	1	1	0
22192	5	0	0	1	1
22193	4	0	0	1	0
22194	4	0	1	1	0
22195	5	0	0	1	0
22196	5	0	0	1	0
22197	5	0	1	1	1
22198	5	0	0	1	0
22199	4	0	1	0	1
22200	.	0	0	1	1
22201	4	0	0	1	0
22202	3	0	1	1	1
22203	5	0	0	1	1
22204	4	0	0	1	0
22205	4	0	1	1	1
22206	4	0	0	1	0
22207	4	0	0	1	0
22208	5	0	0	0	0
22209	4	0	1	1	1
22210	5	0	1	0	0
22211	5	0	1	1	0
22212	4	0	1	1	0
22213	5	1	0	1	0
22214	5	0	0	1	0
22215	4	0	1	1	0
22216	5	0	0	1	0
22217	5	0	0	1	0
22218	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
22219	4	0	1	0	0
22220	5	0	1	1	0
22221	4	0	0	1	0
22222	5	0	1	1	0
22223	5	0	0	1	0
22224	5	0	1	1	0
22225	4	0	0	1	0
22226	4	0	1	1	0
22227	5	0	1	1	0
22228	3	0	0	1	0
22229	5	0	0	1	0
22230	4	0	0	1	0
22231	5	0	0	1	0
22232	4	0	0	1	0
22233	5	0	0	1	0
22234	4	0	0	1	0
22235	3	0	1	1	0
22236	4	0	0	0	0
22237	4	0	0	1	0
22238	5	0	0	1	0
22239	5	0	0	1	0
22240	4	0	0	1	0
22241	5	0	0	1	0
22242	5	0	1	1	1
22243	5	0	0	1	0
22244	3	0	0	1	0
22245	4	0	0	1	0
22246	4	0	1	1	0
22247	5	0	1	0	0
22248	5	0	0	1	1
22249	3	0	1	1	0
22250	4	0	1	0	0
22251	3	0	0	1	0
22252	4	0	1	1	0
22253	5	0	0	1	0
22254	5	0	1	1	0
22255	5	0	1	1	0
22256	5	0	1	1	1
22257	5	0	1	1	0
22258	4	1	0	1	0
22259	4	0	1	1	0
22260	5	0	0	1	0
22261	4	0	1	1	0
22262	4	0	1	1	0
22263	5	0	1	1	0
22264	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
22265	5	1	1	1	0
22266	5	0	0	1	0
22267	5	0	0	1	0
22268	5	0	1	1	0
22269	5	0	1	1	0
22270	3	0	0	1	0
22271	4	0	1	1	0
22272	4	0	1	1	0
22273	5	0	1	1	0
22274	5	0	0	1	0
22275	5	0	0	1	0
22276	3	0	1	0	0
22277	5	0	0	1	0
22278	5	0	1	1	0
22279	5	0	0	1	0
22280	5	0	1	1	0
22281	5	0	1	1	0
22282	4	0	0	1	0
22283	5	0	1	1	0
22284	4	1	0	1	0
22285	4	0	0	1	0
22286	3	1	1	1	0
22287	5	0	0	1	0
22288	4	1	0	1	0
22289	5	1	1	1	0
22290	5	0	0	1	0
22291	5	0	0	1	0
22292	5	0	0	1	0
22293	5	0	1	1	1
22294	3	1	1	1	0
22295	4	0	0	1	0
22296	4	0	1	1	0
22297	5	0	0	1	0
22298	5	0	1	1	0
22299	5	0	0	1	0
22300	5	0	1	1	0
22301	5	1	0	1	0
22302	5	0	0	1	0
22303	5	0	1	1	0
22304	4	0	1	1	0
22305	4	0	0	1	0
22306	5	0	1	1	0
22307	5	1	1	1	1
22308	5	0	1	1	0
22309	5	0	1	1	0
22310	4	0	0	0	0

RandomID	D1	D2	D3	D4	D5
22311	5	0	1	1	0
22312	5	0	1	1	0
22313	5	0	0	1	1
22314	4	0	0	0	0
22315	3	1	0	1	0
22316	4	0	1	1	0
22317	5	0	1	1	1
22318	4	0	1	1	1
22319	5	0	1	1	0
22320	4	1	0	1	1
22321	5	0	1	1	0
22322	4	0	0	1	0
22323	3	0	1	1	1
22324	5	0	0	0	0
22325	5	0	0	1	0
22326	5	0	0	1	0
22327	4	0	1	1	0
22328	5	0	1	1	0
22329	5	0	1	1	0
22330	5	0	1	1	0
22331	4	0	0	1	0
22332	4	0	0	1	0
22333	5	0	1	1	0
22334	3	0	0	1	0
22335	5	0	0	1	1
22336	4	0	0	1	0
22337	4	0	0	1	0
22338	5	0	1	1	0
22339	4	0	0	1	1
22340	5	0	1	1	1
22341	5	0	0	1	0
22342	4	0	1	1	0
22343	4	0	0	1	0
22344	4	0	1	1	1
22345	4	0	0	1	0
22346	5	1	0	1	0
22347	4	0	1	1	0
22348	5	0	0	1	0
22349	5	0	0	1	0
22350	5	0	0	1	1
22351	4	0	1	1	0
22352	3	0	0	1	0
22353	5	0	1	1	0
22354	5	0	0	1	0
22355	5	0	0	1	0
22356	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
22357	4	0	1	1	0
22358	4	0	1	1	0
22359	4	0	1	1	1
22360	5	0	1	1	1
22361	4	0	1	1	0
22362	5	0	1	1	1
22363	3	0	0	1	0
22364	4	0	1	1	0
22365	5	0	0	1	1
22366	5	0	1	1	1
22367	3	0	1	1	0
22368	4	1	1	1	0
22369	5	1	1	1	0
22370	4	0	0	1	1
22371	5	0	0	1	0
22372	5	0	0	1	0
22373	5	0	0	1	0
22374	4	0	0	0	0
22375	5	0	1	1	0
22376	4	0	0	1	0
22377	5	0	0	1	0
22378	4	0	1	1	1
22379	5	0	0	1	0
22380	4	0	0	1	0
22381	5	0	0	1	0
22382	4	1	0	1	0
22383	5	0	0	1	0
22384	5	0	1	1	0
22385	4	0	1	1	0
22386	5	0	0	1	0
22387	4	0	0	1	1
22388	4	0	0	1	0
22389	4	0	0	1	0
22390	5	0	1	1	0
22391	5	0	1	1	0
22392	5	0	0	1	0
22393	5	0	0	1	0
22394	5	0	0	1	0
22395	4	0	0	1	0
22396	5	.	1	1	1
22397	4	1	1	1	0
22398	4	1	1	1	1
22399	5	1	1	1	0
22400	5	0	0	0	0
22401	4	0	1	1	0
22402	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
22403	5	0	0	1	0
22404	3	0	0	1	0
22405	5	0	1	1	0
22406	5	0	0	1	0
22407	4	0	1	1	0
22408	3	0	0	1	0
22409	4	0	1	1	1
22410	5	0	0	0	0
22411	5	0	1	1	0
22412	5	0	1	1	0
22413	5	0	0	1	0
22414	4	1	0	1	0
22415	5	0	0	1	0
22416	5	0	0	1	0
22417	5	0	1	1	0
22418	5	0	1	1	0
22419	4	0	0	1	0
22420	5	0	0	1	0
22421	4	0	0	1	0
22422	4	0	1	1	0
22423	4	0	0	1	0
22424	4	0	0	1	0
22425	5	0	0	1	0
22426	5	0	1	1	0
22427	5	0	1	1	0
22428	4	0	0	1	0
22429	4	1	0	1	0
22430	4	1	1	1	0
22431	5	0	0	1	0
22432	5	0	1	0	0
22433	5	0	0	1	0
22434	5	0	0	1	0
22435	3	1	1	1	0
22436	5	0	0	1	0
22437	3	0	0	1	0
22438	4	0	0	1	0
22439	5	0	1	1	0
22440	4	0	0	1	0
22441	5	0	0	1	0
22442	4	0	1	1	1
22443	3	0	0	1	0
22444	5	0	0	1	0
22445	5	1	1	1	0
22446	5	0	1	1	0
22447	4	0	1	1	0
22448	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
22449	4	0	1	1	1
22450	5	0	0	1	0
22451	5	0	1	1	1
22452	4	0	1	1	0
22453	4	0	0	1	0
22454	5	0	1	1	0
22455	5	0	0	1	0
22456	5	0	1	1	0
22457	5	0	1	1	0
22458	5	0	1	1	1
22459	5	0	1	1	0
22460	4	1	1	1	0
22461	4	0	1	1	0
22462	5	0	0	1	0
22463	4	0	0	1	0
22464	4	0	0	1	1
22465	5	0	1	1	0
22466	4	1	1	1	0
22467	5	0	0	1	0
22468	4	0	0	1	0
22469	4	0	0	1	1
22470	5	0	0	1	0
22471	4	0	1	1	0
22472	5	0	0	1	1
22473	5	0	0	1	0
22474	5	0	0	1	0
22475	4	0	1	1	1
22476	5	0	0	1	0
22477	4	0	1	1	1
22478	3	1	1	1	0
22479	4	0	1	1	1
22480	5	0	1	1	0
22481	4	0	0	1	0
22482	5	0	0	1	0
22483	4	0	1	1	0
22484	4	0	0	1	0
22485	4	0	0	1	0
22486	4	0	0	1	1
22487	3	0	1	1	0
22488	5	0	0	1	0
22489	5	0	0	1	0
22490	5	0	0	1	0
22491	5	0	0	1	0
22492	3	0	0	1	0
22493	5	0	1	1	0
22494	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
22495	4	1	1	1	0
22496	5	0	1	1	0
22497	5	0	0	1	1
22498	5	0	0	1	0
22499	4	0	1	1	0
22500	5	0	1	1	0
22501	4	0	0	1	0
22502	5	0	1	1	0
22503	5	0	1	0	0
22504	5	0	0	1	0
22505	5	0	0	1	0
22506	5	0	0	1	0
22507	5	0	1	1	0
22508	4	0	0	1	0
22509	5	0	1	1	0
22510	4	0	0	1	0
22511	5	0	0	1	0
22512	4	0	1	1	0
22513	5	0	0	1	0
22514	4	0	1	1	0
22515	5	1	1	1	0
22516	5	0	1	1	0
22517	4	0	1	1	0
22518	4	0	0	1	0
22519	5	0	0	1	0
22520	5	0	0	1	0
22521	3	0	1	1	0
22522	4	0	0	1	0
22523	4	0	0	1	0
22524	4	0	1	1	0
22525	5	0	1	0	0
22526	5	0	1	1	0
22527	4	0	0	1	0
22528	4	0	0	1	0
22529	4	0	0	1	1
22530	5	0	1	1	0
22531	5	0	0	1	0
22532	4	0	0	1	0
22533	4	0	1	1	0
22534	5	0	0	1	0
22535	4	0	0	0	0
22536	4	0	1	1	0
22537	4	0	1	1	0
22538	4	1	1	1	0
22539	5	0	0	1	0
22540	4	1	1	1	0

RandomID	D1	D2	D3	D4	D5
22541	4	0	1	1	0
22542	4	0	1	1	0
22543	5	0	1	1	0
22544	4	0	0	1	0
22545	5	0	0	1	0
22546	4	0	1	1	0
22547	3	0	0	1	0
22548	4	0	1	1	0
22549	4	0	0	1	0
22550	4	0	0	1	0
22551	5	1	1	1	0
22552	5	0	1	1	0
22553	5	1	1	1	1
22554	5	0	1	1	0
22555	5	0	0	1	0
22556	4	0	0	1	0
22557	5	0	0	1	0
22558	3	0	1	1	1
22559	4	0	1	1	0
22560	5	0	1	1	0
22561	4	0	0	1	0
22562	4	0	1	1	0
22563	5	0	1	1	0
22564	4	0	0	1	0
22565	5	0	1	1	0
22566	4	0	0	1	0
22567	5	0	0	1	0
22568	5	0	0	1	0
22569	5	0	1	1	0
22570	4	1	1	1	0
22571	5	0	0	1	0
22572	4	0	1	1	0
22573	5	0	0	1	0
22574	5	0	0	1	0
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22576	5	0	1	1	0
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22578	4	0	0	1	0
22579	5	1	0	1	0
22580	4	0	1	1	1
22581	4	0	0	1	0
22582	3	0	1	1	0
22583	5	0	0	1	0
22584	4	0	1	1	0
22585	5	1	1	1	0
22586	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
22587	4	0	1	1	1
22588	3	0	0	1	1
22589	4	0	1	1	0
22590	5	0	1	1	0
22591	5	0	1	1	0
22592	3	0	0	1	0
22593	4	0	0	1	0
22594	4	0	0	1	0
22595	4	0	0	0	0
22596	5	0	0	1	0
22597	5	0	0	1	0
22598	5	0	0	1	0
22599	4	0	1	1	1
22600	4	0	1	1	0
22601	4	0	1	1	0
22602	5	0	1	1	1
22603	3	0	1	1	0
22604	3	1	1	1	0
22605	4	0	1	1	0
22606	5	0	0	1	0
22607	4	0	0	1	0
22608	5	0	0	1	0
22609	5	0	0	1	0
22610	4	0	1	1	0
22611	5	1	0	1	0
22612	4	0	0	1	0
22613	5	0	1	1	0
22614	5	0	0	1	0
22615	5	0	1	1	0
22616	5	1	0	0	0
22617	5	0	0	1	0
22618	5	0	0	1	0
22619	5	0	0	1	0
22620	4	0	0	1	0
22621	4	0	1	1	1
22622	5	0	0	1	0
22623	4	0	0	1	0
22624	5	0	0	1	0
22625	4	0	0	1	0
22626	3	0	0	0	0
22627	5	0	1	1	0
22628	4	0	0	1	0
22629	5	0	1	1	0
22630	4	0	1	1	0
22631	5	1	1	1	0
22632	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
22633	4	0	0	1	0
22634	5	0	1	1	0
22635	5	0	1	1	1
22636	5	0	0	1	1
22637	5	0	0	1	0
22638	5	0	1	1	0
22639	4	0	0	1	0
22640	5	0	0	1	0
22641	5	0	0	1	0
22642	4	0	0	1	0
22643	5	0	1	1	0
22644	5	0	0	1	0
22645	4	0	1	1	0
22646	5	0	0	1	0
22647	4	1	0	1	0
22648	5	0	1	0	0
22649	4	0	0	1	0
22650	5	0	0	1	1
22651	5	0	1	1	0
22652	5	0	1	1	0
22653	5	0	1	1	0
22654	4	0	0	1	0
22655	5	0	1	1	0
22656	4	0	1	1	0
22657	4	0	1	1	0
22658	5	0	0	1	0
22659	5	0	0	1	0
22660	4	0	0	1	0
22661	5	1	0	1	0
22662	5	0	0	1	0
22663	3	1	0	1	0
22664	4	0	0	1	0
22665	3	0	0	1	0
22666	4	0	0	1	0
22667	4	0	1	1	1
22668	5	1	1	1	0
22669	5	1	1	1	0
22670	4	0	0	0	1
22671	5	0	1	1	0
22672	4	0	1	1	0
22673	4	0	1	1	0
22674	5	0	0	1	0
22675	4	0	1	1	0
22676	4	0	0	1	0
22677	3	0	1	1	1
22678	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
22679	4	0	1	1	0
22680	4	1	0	1	0
22681	4	0	0	1	0
22682	4	0	1	1	0
22683	4	0	0	1	0
22684	4	1	1	1	0
22685	4	0	1	1	0
22686	5	0	1	1	0
22687	4	0	0	1	0
22688	4	0	0	1	0
22689	4	0	1	1	1
22690	5	0	0	1	0
22691	5	0	1	1	0
22692	5	0	0	0	0
22693	4	1	1	1	1
22694	4	0	0	1	1
22695	5	0	0	1	0
22696	4	1	1	1	0
22697	5	0	1	1	0
22698	5	0	1	1	0
22699	5	0	0	1	0
22700	5	0	0	1	0
22701	4	1	0	1	1
22702	5	0	1	1	0
22703	5	0	1	1	0
22704	4	0	0	1	0
22705	4	0	1	1	0
22706	4	0	0	1	0
22707	4	0	1	1	0
22708	4	0	0	1	0
22709	5	0	1	1	1
22710	5	0	0	0	0
22711	5	0	1	1	0
22712	4	0	0	1	1
22713	5	0	0	1	0
22714	3	0	0	1	0
22715	4	1	1	1	0
22716	5	0	1	1	0
22717	5	0	0	1	0
22718	5	0	0	1	0
22719	5	0	0	1	0
22720	5	0	1	1	1
22721	4	0	1	1	1
22722	5	0	0	1	0
22723	4	0	0	1	0
22724	4	1	1	1	0

RandomID	D1	D2	D3	D4	D5
22725	3	0	1	1	0
22726	5	0	1	1	0
22727	5	0	0	1	0
22728	3	0	0	1	0
22729	5	0	1	1	0
22730	4	0	1	1	0
22731	4	0	0	0	0
22732	5	0	0	1	0
22733	5	0	0	1	0
22734	5	0	0	1	0
22735	5	0	0	1	0
22736	4	0	1	1	0
22737	4	0	1	1	1
22738	5	1	1	1	0
22739	4	1	0	1	0
22740	4	0	0	1	0
22741	5	0	0	1	0
22742	5	0	1	0	0
22743	4	0	0	1	0
22744	5	0	0	1	0
22745	4	0	0	1	0
22746	4	0	1	1	0
22747	5	1	0	1	0
22748	5	0	0	1	0
22749	5	0	1	1	0
22750	4	0	0	1	0
22751	3	0	1	1	0
22752	5	1	0	1	0
22753	4	0	0	1	0
22754	3	0	1	1	0
22755	3	0	0	1	0
22756	4	0	0	1	0
22757	5	0	1	1	0
22758	4	0	0	1	0
22759	4	0	1	1	0
22760	4	0	0	1	0
22761	4	0	1	1	0
22762	4	0	0	1	0
22763	4	0	0	1	0
22764	5	0	0	1	0
22765	5	0	0	1	0
22766	5	0	0	1	0
22767	5	0	1	1	0
22768	5	0	1	1	0
22769	5	0	1	1	0
22770	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
22771	5	0	0	1	0
22772	5	0	0	1	0
22773	5	0	0	1	0
22774	4	0	0	1	0
22775	5	0	0	1	0
22776	5	0	0	0	0
22777	5	0	0	1	0
22778	5	0	1	1	0
22779	4	0	0	1	0
22780	5	0	0	1	0
22781	5	0	0	1	0
22782	4	0	0	1	0
22783	5	0	0	1	0
22784	4	0	1	1	0
22785	5	0	0	1	0
22786	4	0	1	1	0
22787	5	0	0	1	0
22788	5	0	1	1	0
22789	5	0	0	1	1
22790	4	0	0	1	0
22791	4	0	1	1	1
22792	5	0	1	1	0
22793	5	0	0	1	0
22794	4	0	0	1	0
22795	5	0	0	1	0
22796	5	0	0	1	0
22797	4	0	0	1	0
22798	4	0	0	1	1
22799	4	0	0	1	0
22800	4	0	1	1	0
22801	5	0	1	1	0
22802	5	0	0	1	0
22803	3	0	1	1	0
22804	5	0	0	1	0
22805	4	0	1	1	0
22806	4	0	1	1	1
22807	5	0	0	1	0
22808	4	0	0	1	0
22809	5	0	1	1	0
22810	4	0	1	1	0
22811	4	0	0	0	0
22812	4	0	1	1	0
22813	4	0	1	1	0
22814	5	0	1	1	1
22815	4	0	0	1	0
22816	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
22817	5	0	0	1	0
22818	4	0	1	1	1
22819	4	0	0	1	0
22820	5	0	1	1	1
22821	4	0	0	1	1
22822	4	0	0	1	0
22823	5	0	1	1	0
22824	5	0	0	1	0
22825	4	0	1	1	1
22826	5	0	0	1	0
22827	5	0	0	0	0
22828	4	0	1	1	0
22829	4	0	1	1	0
22830	5	1	0	1	0
22831	4	0	1	1	0
22832	5	0	0	1	0
22833	4	0	0	1	0
22834	4	0	0	1	0
22835	4	0	0	1	0
22836	4	0	1	1	0
22837	5	0	0	1	1
22838	3	0	0	1	1
22839	4	0	0	1	1
22840	5	0	1	1	1
22841	.	.	.	.	.
22842	4	0	1	1	0
22843	4	0	0	1	0
22844	4	0	0	1	1
22845	5	0	1	1	0
22846	5	0	1	0	0
22847	5	0	0	1	0
22848	5	0	0	1	0
22849	4	0	1	1	0
22850	5	0	0	1	0
22851	5	0	0	1	0
22852	5	0	0	1	0
22853	5	0	1	1	1
22854	5	0	0	1	0
22855	4	0	0	1	1
22856	4	0	1	1	0
22857	4	0	0	1	0
22858	5	0	1	1	0
22859	5	0	0	1	0
22860	4	0	1	1	0
22861	5	0	1	1	0
22862	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
22863	5	0	0	1	0
22864	5	0	0	1	0
22865	4	0	1	1	0
22866	5	0	1	1	0
22867	5	0	0	1	0
22868	4	0	0	1	0
22869	3	0	0	1	0
22870	5	0	1	1	0
22871	5	0	0	1	0
22872	5	0	0	1	0
22873	5	0	0	1	0
22874	5	0	1	1	0
22875	4	0	0	1	0
22876	5	0	0	1	0
22877	5	0	0	1	0
22878	5	0	1	1	0
22879	5	0	1	1	0
22880	5	0	0	1	0
22881	4	0	0	1	0
22882	5	0	0	0	0
22883	4	0	0	1	0
22884	5	0	0	1	0
22885	4	0	1	1	0
22886	4	0	1	1	0
22887	4	0	0	1	0
22888	4	0	1	1	0
22889	4	0	0	1	0
22890	4	0	1	1	1
22891	4	0	0	1	0
22892	4	0	1	1	0
22893	5	0	1	1	0
22894	4	0	1	1	0
22895	5	0	0	1	0
22896	4	0	1	1	0
22897	4	1	0	1	1
22898	5	0	1	1	0
22899	3	0	0	1	0
22900	4	0	1	1	0
22901	5	0	0	1	0
22902	4	0	0	1	0
22903	5	0	0	1	0
22904	5	0	0	1	0
22905	5	0	1	1	0
22906	4	0	0	1	0
22907	5	0	0	1	0
22908	4	1	0	1	0

RandomID	D1	D2	D3	D4	D5
22909	4	0	1	1	0
22910	5	0	0	1	0
22911	5	0	0	0	1
22912	5	0	1	1	0
22913	5	0	0	1	0
22914	4	0	0	1	0
22915	4	0	0	1	0
22916	5	0	0	1	0
22917	5	0	1	1	0
22918	4	0	1	1	1
22919	3	0	0	1	1
22920	5	0	0	1	0
22921	5	0	0	1	0
22922	5	0	0	1	0
22923	5	0	1	1	0
22924	5	0	0	1	0
22925	3	1	1	1	0
22926	5	0	1	1	0
22927	5	0	0	1	0
22928	4	0	0	1	0
22929	5	0	1	1	0
22930	5	0	0	1	0
22931	5	0	1	1	0
22932	5	0	1	1	0
22933	5	0	0	1	0
22934	4	0	0	1	0
22935	5	0	1	1	0
22936	3	0	0	1	0
22937	4	0	1	1	0
22938	4	0	0	1	0
22939	5	1	1	1	0
22940	5	0	0	1	0
22941	4	0	0	1	0
22942	5	0	0	1	0
22943	4	0	0	1	0
22944	4	0	0	1	0
22945	3	0	0	1	0
22946	5	1	0	1	0
22947	5	0	0	1	0
22948	5	0	1	1	0
22949	4	1	1	1	0
22950	4	0	1	1	0
22951	5	0	0	1	0
22952	3	0	1	1	0
22953	4	0	0	1	0
22954	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
22955	4	1	1	1	0
22956	5	0	0	1	0
22957	5	0	1	1	0
22958	5	0	0	1	0
22959	4	0	1	0	0
22960	5	0	0	1	0
22961	5	0	1	1	1
22962	5	0	1	1	0
22963	5	0	0	1	0
22964	4	0	1	1	0
22965	4	1	1	0	1
22966	4	0	0	1	0
22967	4	0	0	1	0
22968	4	0	1	0	1
22969	5	0	1	1	0
22970	5	1	1	1	1
22971	5	0	0	1	0
22972	4	0	1	1	0
22973	4	0	1	1	0
22974	4	0	1	1	0
22975	4	0	1	1	0
22976	4	0	0	1	0
22977	4	0	1	1	1
22978	4	0	0	1	0
22979	5	0	1	1	0
22980	5	0	0	1	0
22981	5	0	1	1	0
22982	5	0	0	1	0
22983	4	0	1	1	0
22984	4	0	1	1	0
22985	5	0	0	1	0
22986	4	0	1	1	0
22987	4	0	0	1	0
22988	5	0	0	1	0
22989	5	0	0	1	0
22990	3	0	1	1	1
22991	4	0	1	1	0
22992	5	0	1	1	0
22993	5	0	1	1	0
22994	2	0	0	1	0
22995	5	0	1	1	0
22996	5	0	0	1	0
22997	5	0	0	1	0
22998	5	0	1	1	0
22999	5	0	1	1	1
23000	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
23001	2	0	1	1	0
23002	5	0	0	0	0
23003	4	0	1	1	0
23004	4	0	0	1	1
23005	4	0	0	1	0
23006	4	0	1	1	0
23007	5	1	1	1	1
23008	4	0	0	1	0
23009	4	0	0	1	0
23010	5	0	1	1	0
23011	5	0	1	1	0
23012	4	0	0	1	0
23013	5	0	0	1	0
23014	4	0	1	1	0
23015	4	0	1	1	0
23016	4	0	0	1	0
23017	5	0	0	1	1
23018	5	0	1	1	0
23019	4	0	0	1	1
23020	2	0	1	1	1
23021	5	1	1	1	0
23022	5	0	1	1	0
23023	5	0	0	1	0
23024	5	0	0	0	0
23025	5	1	0	1	0
23026	4	0	0	1	0
23027	5	0	0	1	0
23028	4	0	1	1	0
23029	4	0	1	1	1
23030	5	0	0	1	0
23031	5	0	0	1	0
23032	5	0	0	1	0
23033	5	0	1	1	0
23034	4	0	0	1	0
23035	4	0	0	1	0
23036	5	0	1	1	0
23037	4	0	1	1	0
23038	4	0	1	1	1
23039	3	0	1	1	1
23040	5	0	1	1	0
23041	3	0	1	1	0
23042	5	0	0	1	0
23043	4	0	1	1	0
23044	5	0	0	1	0
23045	5	0	1	1	1
23046	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
23047	5	0	1	1	0
23048	3	0	1	1	0
23049	5	0	1	1	0
23050	4	0	0	1	0
23051	4	0	0	1	0
23052	5	0	0	1	0
23053	4	0	1	1	0
23054	5	0	0	1	0
23055	5	0	0	1	0
23056	5	0	0	1	0
23057	4	0	0	1	0
23058	5	0	0	1	0
23059	5	0	1	1	0
23060	5	0	1	1	0
23061	4	0	0	1	0
23062	5	1	1	1	0
23063	5	0	0	1	0
23064	4	0	0	1	0
23065	5	1	0	1	0
23066	5	0	1	1	0
23067	4	0	1	1	1
23068	5	0	1	1	0
23069	4	0	0	1	0
23070	4	0	0	1	0
23071	4	0	0	1	0
23072	5	0	0	1	0
23073	4	0	0	1	0
23074	5	0	1	1	0
23075	5	0	1	1	0
23076	3	0	0	1	0
23077	5	0	0	1	0
23078	5	0	0	1	0
23079	5	0	1	1	0
23080	5	0	1	1	1
23081	4	1	1	1	0
23082	4	0	0	1	0
23083	5	0	1	1	0
23084	4	0	1	1	0
23085	4	0	1	1	0
23086	5	0	0	1	0
23087	5	0	1	1	0
23088	4	0	0	1	0
23089	4	1	0	1	0
23090	4	0	1	1	0
23091	4	0	0	1	0
23092	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
23093	4	0	1	1	0
23094	4	0	1	1	1
23095	4	0	0	1	1
23096	5	0	0	1	0
23097	4	0	1	1	0
23098	5	0	0	1	0
23099	3	0	0	1	0
23100	5	0	1	1	0
23101	4	0	0	1	0
23102	5	0	0	1	0
23103	5	0	0	1	1
23104	5	0	1	1	1
23105	5	0	0	1	0
23106	5	0	1	1	0
23107	4	0	0	1	1
23108	5	0	0	1	0
23109	5	0	0	1	0
23110	5	0	0	1	0
23111	4	0	1	1	0
23112	5	.	0	1	0
23113	3	0	1	1	0
23114	3	0	1	1	0
23115	5	0	1	1	0
23116	5	1	0	1	0
23117	5	0	0	1	0
23118	4	0	1	1	0
23119	4	0	1	1	0
23120	5	1	0	1	0
23121	4	0	0	1	0
23122	5	0	1	1	0
23123	5	1	1	1	0
23124	5	0	1	1	0
23125	4	0	0	1	0
23126	4	0	1	1	0
23127	5	0	0	1	0
23128	5	0	1	1	0
23129	4	0	1	1	1
23130	5	0	0	1	0
23131	4	0	0	1	0
23132	5	0	1	1	0
23133	4	0	0	1	0
23134	5	0	0	1	1
23135	4	0	0	1	1
23136	5	1	1	0	0
23137	5	0	0	1	0
23138	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
23139	4	0	1	1	0
23140	5	0	1	1	0
23141	5	0	0	1	0
23142	5	0	0	1	1
23143	5	0	1	1	0
23144	4	1	1	1	0
23145	5	0	1	1	0
23146	5	0	1	1	0
23147	4	0	0	1	0
23148	4	0	1	1	0
23149	5	0	1	1	0
23150	4	0	0	1	1
23151	5	0	1	0	0
23152	5	0	1	1	0
23153	5	0	1	1	0
23154	4	0	0	1	0
23155	5	0	0	1	0
23156	5	0	0	1	1
23157	5	0	1	1	0
23158	4	0	0	1	0
23159	3	0	0	1	0
23160	5	0	1	1	0
23161	4	0	1	1	0
23162	3	0	1	1	0
23163	5	0	0	1	1
23164	4	0	0	1	0
23165	4	0	0	1	0
23166	3	0	0	1	1
23167	5	0	0	1	0
23168	5	0	0	0	0
23169	5	0	0	1	0
23170	5	0	1	1	1
23171	5	0	0	1	0
23172	4	0	1	1	0
23173	4	0	1	1	0
23174	5	0	1	1	0
23175	4	0	0	1	0
23176	4	0	1	1	0
23177	5	0	1	1	0
23178	4	0	1	1	0
23179	5	0	0	1	0
23180	5	0	0	1	0
23181	5	0	0	1	0
23182	4	0	0	1	0
23183	5	0	0	1	0
23184	5	1	0	1	0

RandomID	D1	D2	D3	D4	D5
23185	5	0	0	1	0
23186	5	1	1	1	0
23187	4	0	1	1	0
23188	5	0	0	1	0
23189	3	0	0	1	0
23190	5	0	0	1	0
23191	5	0	1	1	0
23192	5	0	1	1	1
23193	4	0	0	1	0
23194	4	0	0	1	0
23195	5	0	1	1	0
23196	4	0	0	1	0
23197	5	0	1	1	1
23198	4	0	0	1	1
23199	5	0	1	1	0
23200	4	0	0	1	0
23201	5	0	1	1	0
23202	4	1	0	1	0
23203	5	0	0	1	0
23204	4	0	0	1	0
23205	5	0	0	1	0
23206	4	0	0	1	0
23207	5	0	1	1	0
23208	4	0	1	1	0
23209	5	0	0	1	0
23210	5	0	1	1	0
23211	5	0	0	1	0
23212	4	0	0	1	0
23213	4	0	1	1	1
23214	5	0	1	1	0
23215	5	0	1	1	0
23216	5	0	0	1	0
23217	5	0	0	1	0
23218	5	0	0	1	0
23219	4	0	1	0	1
23220	4	0	1	1	0
23221	3	0	0	1	0
23222	4	0	0	1	0
23223	5	0	1	1	0
23224	4	0	0	1	0
23225	4	0	0	1	0
23226	4	0	1	1	0
23227	5	0	0	1	0
23228	3	0	1	1	0
23229	4	0	0	1	0
23230	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
23231	3	0	0	1	0
23232	4	1	0	1	0
23233	5	0	0	1	0
23234	5	0	1	1	0
23235	5	0	1	1	0
23236	4	0	1	1	0
23237	4	0	0	1	0
23238	4	0	0	1	0
23239	4	0	1	1	0
23240	5	0	1	1	1
23241	4	0	0	1	1
23242	3	0	0	1	0
23243	4	0	0	1	0
23244	5	0	1	1	1
23245	4	0	0	1	0
23246	5	0	1	1	0
23247	5	0	1	1	0
23248	4	0	0	1	0
23249	4	0	1	1	0
23250	5	0	1	1	0
23251	4	0	0	1	0
23252	5	0	0	1	0
23253	4	0	0	1	0
23254	5	0	1	1	0
23255	5	0	0	1	0
23256	5	0	0	1	1
23257	5	0	1	1	1
23258	4	0	0	1	0
23259	5	0	1	1	0
23260	.	.	.	.	.
23261	4	1	1	1	0
23262	4	0	1	1	0
23263	5	0	1	1	0
23264	4	0	0	1	0
23265	5	1	1	1	0
23266	4	0	0	1	0
23267	4	0	1	1	0
23268	5	0	1	1	0
23269	4	0	0	1	0
23270	4	0	0	1	0
23271	5	0	0	1	0
23272	4	0	0	1	0
23273	5	1	1	1	1
23274	5	0	1	1	0
23275	5	0	0	1	0
23276	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
23277	4	0	0	1	0
23278	5	0	0	1	0
23279	5	0	0	1	0
23280	.	.	.	.	.
23281	5	0	0	1	0
23282	5	0	0	1	0
23283	3	0	1	1	0
23284	5	0	0	1	0
23285	4	0	1	1	0
23286	4	0	1	1	0
23287	5	0	1	1	0
23288	5	0	1	1	1
23289	5	0	0	1	0
23290	4	0	0	1	0
23291	5	0	0	1	0
23292	5	0	0	1	0
23293	5	0	0	1	0
23294	5	0	0	1	0
23295	4	0	0	1	0
23296	4	0	0	1	0
23297	4	0	0	1	0
23298	5	0	1	1	1
23299	4	0	1	1	0
23300	5	0	0	1	0
23301	4	0	1	1	0
23302	3	0	0	1	0
23303	5	0	0	1	0
23304	3	0	0	1	0
23305	5	0	1	1	0
23306	5	0	0	1	0
23307	4	0	1	1	0
23308	4	0	1	1	0
23309	4	0	0	1	0
23310	5	0	0	1	0
23311	5	0	0	1	0
23312	5	0	0	1	0
23313	4	0	0	1	0
23314	5	0	1	1	0
23315	4	1	1	1	0
23316	4	0	1	1	0
23317	5	0	1	1	0
23318	5	0	0	1	1
23319	5	0	0	1	0
23320	4	0	1	1	0
23321	5	0	0	1	0
23322	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
23323	4	0	0	1	1
23324	5	0	1	1	0
23325	3	0	0	1	0
23326	5	0	1	1	0
23327	5	0	1	1	0
23328	5	0	0	1	0
23329	5	0	0	1	0
23330	4	0	0	1	0
23331	4	0	1	1	1
23332	5	1	0	1	1
23333	5	0	1	1	0
23334	3	0	0	1	0
23335	4	0	0	1	0
23336	5	0	1	1	1
23337	5	1	1	1	0
23338	5	0	0	1	0
23339	5	0	0	1	0
23340	4	0	0	1	0
23341	5	0	1	1	0
23342	3	0	1	1	1
23343	4	1	1	1	0
23344	5	0	1	1	0
23345	4	0	0	1	0
23346	4	0	1	1	0
23347	5	0	0	1	0
23348	5	0	0	1	0
23349	5	1	0	1	0
23350	5	1	1	1	0
23351	5	0	1	1	0
23352	3	0	1	1	0
23353	4	0	0	1	0
23354	5	0	0	1	1
23355	5	0	1	1	0
23356	5	0	1	1	0
23357	5	0	1	1	0
23358	5	0	1	1	0
23359	4	0	0	0	0
23360	4	0	0	1	0
23361	5	0	1	0	0
23362	4	0	0	1	0
23363	5	0	0	1	0
23364	4	0	0	1	0
23365	5	0	1	1	0
23366	5	0	1	1	0
23367	5	0	1	1	1
23368	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
23369	5	0	0	1	0
23370	4	1	0	1	0
23371	5	1	1	1	0
23372	4	0	0	1	0
23373	5	0	0	0	0
23374	5	0	0	1	0
23375	5	0	0	1	0
23376	4	1	1	1	0
23377	4	0	1	1	0
23378	5	0	0	1	0
23379	5	0	1	1	0
23380	4	0	0	1	0
23381	5	0	0	1	0
23382	4	0	1	1	0
23383	5	0	0	1	0
23384	4	0	0	1	0
23385	4	0	0	1	0
23386	4	0	1	1	0
23387	4	0	0	1	0
23388	5	0	0	1	0
23389	4	0	0	1	0
23390	5	0	0	1	0
23391	4	0	0	1	0
23392	4	0	0	1	0
23393	5	0	1	1	0
23394	4	0	1	0	0
23395	5	0	1	1	0
23396	4	0	0	1	1
23397	5	0	1	1	0
23398	5	0	1	1	0
23399	4	0	1	1	0
23400	5	0	1	1	1
23401	5	0	0	1	0
23402	5	0	1	1	0
23403	4	0	0	1	0
23404	4	0	0	1	0
23405	4	0	0	1	0
23406	3	0	0	1	1
23407	5	0	0	1	0
23408	5	0	0	1	0
23409	5	0	1	0	0
23410	4	0	1	1	0
23411	5	0	0	1	0
23412	4	0	0	1	0
23413	4	0	1	1	0
23414	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
23415	5	0	0	1	0
23416	5	0	0	1	0
23417	5	0	1	1	0
23418	4	0	0	1	0
23419	5	0	1	1	0
23420	5	0	0	1	0
23421	5	0	1	1	0
23422	5	0	1	1	0
23423	5	0	0	1	0
23424	5	0	0	1	0
23425	4	0	0	1	0
23426	5	0	1	1	0
23427	4	0	1	1	0
23428	5	0	1	1	0
23429	5	0	1	1	0
23430	4	1	1	1	0
23431	4	0	1	1	0
23432	5	0	0	1	0
23433	5	0	0	1	0
23434	5	0	0	1	0
23435	5	0	1	1	0
23436	5	0	1	1	0
23437	5	0	0	1	0
23438	5	0	0	1	0
23439	5	0	1	1	0
23440	5	0	0	1	0
23441	4	0	0	1	1
23442	3	0	1	1	0
23443	3	0	0	1	0
23444	4	0	1	1	0
23445	4	0	0	1	0
23446	5	0	0	1	0
23447	4	0	0	1	0
23448	4	0	0	1	0
23449	5	0	0	1	0
23450	5	0	1	1	0
23451	4	0	0	1	0
23452	4	0	1	1	0
23453	5	0	0	1	0
23454	4	1	0	1	0
23455	.	.	.	.	.
23456	5	0	0	1	0
23457	4	0	1	1	0
23458	4	0	0	1	0
23459	5	0	1	1	0
23460	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
23461	5	0	0	1	0
23462	5	0	0	1	0
23463	4	0	1	1	0
23464	4	1	1	1	1
23465	5	0	0	1	0
23466	4	0	1	1	0
23467	4	0	0	1	0
23468	4	0	0	1	0
23469	4	0	0	1	0
23470	4	0	1	1	0
23471	5	0	0	1	0
23472	4	0	0	1	0
23473	4	0	0	1	0
23474	5	0	1	1	0
23475	5	0	0	1	0
23476	4	0	1	1	0
23477	5	0	1	1	0
23478	4	0	1	1	0
23479	3	0	1	1	0
23480	5	0	0	1	0
23481	4	0	0	1	1
23482	5	0	0	1	0
23483	3	0	1	1	1
23484	4	0	0	1	0
23485	4	0	1	1	0
23486	5	0	1	1	0
23487	5	0	0	1	0
23488	4	0	0	1	0
23489	4	0	1	1	0
23490	5	0	0	1	1
23491	4	0	0	1	0
23492	5	1	1	1	0
23493	5	0	0	1	0
23494	4	0	0	1	0
23495	4	1	1	1	0
23496	4	0	1	1	0
23497	5	0	0	1	0
23498	5	0	0	1	0
23499	4	0	1	1	0
23500	3	0	0	1	0
23501	4	0	0	1	0
23502	5	0	0	1	0
23503	4	0	1	1	0
23504	4	0	1	1	0
23505	4	0	0	1	0
23506	3	0	0	1	0

RandomID	D1	D2	D3	D4	D5
23507	4	0	1	1	0
23508	5	0	1	1	1
23509	4	0	1	1	1
23510	5	0	1	1	1
23511	5	0	0	1	0
23512	5	1	1	1	0
23513	4	0	0	1	0
23514	5	0	1	1	0
23515	4	0	1	1	0
23516	4	0	1	1	1
23517	5	0	0	1	0
23518	3	0	1	1	1
23519	5	0	0	1	1
23520	4	0	1	1	0
23521	4	0	0	1	0
23522	4	0	0	1	0
23523	5	1	0	1	0
23524	4	0	0	1	0
23525	4	0	1	1	0
23526	5	0	1	1	0
23527	4	0	1	1	1
23528	4	0	1	1	0
23529	5	0	1	1	0
23530	4	.	0	1	0
23531	4	0	0	0	0
23532	5	0	0	1	0
23533	4	1	1	1	0
23534	5	0	0	1	0
23535	4	0	1	1	0
23536	5	0	0	1	0
23537	5	0	1	1	0
23538	4	0	0	1	0
23539	5	0	0	1	0
23540	5	1	1	0	0
23541	5	0	0	1	0
23542	4	0	0	1	0
23543	5	0	0	1	0
23544	5	0	0	1	0
23545	3	0	1	1	0
23546	4	0	0	1	0
23547	4	0	1	1	0
23548	5	0	0	1	0
23549	4	0	0	1	0
23550	4	0	0	0	0
23551	5	0	0	1	1
23552	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
23553	5	0	0	1	0
23554	4	0	1	1	0
23555	5	0	0	1	0
23556	5	0	1	1	0
23557	5	0	1	1	0
23558	5	0	0	1	0
23559	5	0	0	1	0
23560	5	0	0	1	0
23561	5	0	1	1	1
23562	3	0	0	1	0
23563	5	0	0	1	0
23564	5	0	1	1	0
23565	5	1	1	1	0
23566	5	0	0	1	0
23567	4	0	1	1	0
23568	5	0	0	1	0
23569	5	1	1	1	1
23570	5	0	1	1	0
23571	5	0	0	1	0
23572	5	0	0	1	0
23573	4	0	1	1	0
23574	5	0	1	1	0
23575	5	0	0	1	0
23576	5	0	0	1	0
23577	5	0	0	1	0
23578	5	0	0	1	0
23579	4	0	0	1	0
23580	4	0	0	1	0
23581	4	0	1	1	0
23582	5	0	0	1	0
23583	5	0	0	1	0
23584	4	0	0	1	0
23585	4	0	0	1	0
23586	4	0	0	1	0
23587	4	0	0	1	0
23588	3	0	1	1	0
23589	4	0	0	1	0
23590	3	0	1	1	0
23591	5	0	0	1	0
23592	5	0	0	1	0
23593	4	0	1	1	0
23594	4	0	1	1	1
23595	5	0	0	1	0
23596	4	1	1	1	0
23597	5	0	0	1	0
23598	5	1	1	1	0

RandomID	D1	D2	D3	D4	D5
23599	4	0	1	1	0
23600	5	0	0	1	0
23601	3	0	0	1	0
23602	5	0	0	1	0
23603	4	0	0	1	0
23604	5	0	0	1	0
23605	5	0	0	1	0
23606	3	0	0	1	0
23607	4	0	1	1	0
23608	5	0	1	1	0
23609	5	0	0	1	0
23610	5	0	1	1	0
23611	4	0	0	0	0
23612	5	0	0	1	0
23613	5	1	1	1	0
23614	4	0	1	1	0
23615	5	0	0	1	0
23616	5	0	0	1	0
23617	4	0	0	1	0
23618	4	0	1	1	0
23619	5	0	1	1	0
23620	5	0	1	1	0
23621	5	0	0	1	1
23622	5	0	1	1	0
23623	4	0	1	1	0
23624	4	1	1	1	0
23625	5	0	0	1	0
23626	5	0	1	1	0
23627	4	0	0	1	1
23628	4	0	0	1	0
23629	4	0	1	1	0
23630	5	0	0	1	0
23631	5	0	0	1	0
23632	5	0	0	1	0
23633	5	0	1	1	0
23634	5	0	1	1	0
23635	2	1	1	1	1
23636	5	0	1	1	0
23637	3	0	0	1	0
23638	5	0	0	1	0
23639	5	0	1	1	0
23640	5	0	1	1	0
23641	4	0	1	1	0
23642	5	0	1	1	0
23643	3	0	0	1	0
23644	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
23645	5	1	1	1	1
23646	5	0	0	1	1
23647	5	1	0	1	1
23648	5	0	1	1	0
23649	4	0	1	1	0
23650	4	1	1	1	0
23651	5	0	1	1	0
23652	4	1	0	0	1
23653	5	0	1	1	0
23654	5	0	0	1	0
23655	4	0	0	1	0
23656	5	0	0	1	0
23657	5	0	1	1	0
23658	5	0	0	1	0
23659	5	0	1	1	0
23660	4	1	1	1	0
23661	5	0	1	1	0
23662	4	0	0	1	0
23663	3	0	1	1	0
23664	5	0	0	1	0
23665	5	0	0	1	0
23666	4	0	1	1	0
23667	5	0	1	1	0
23668	4	0	0	1	0
23669	4	0	1	1	0
23670	5	0	.	.	.
23671	4	0	1	1	0
23672	5	0	0	1	0
23673	4	0	1	1	1
23674	5	0	0	1	0
23675	4	0	1	1	0
23676	4	1	1	1	0
23677	5	1	0	1	0
23678	3	0	0	1	0
23679	3	0	1	1	0
23680	5	0	0	1	0
23681	4	0	0	1	1
23682	5	0	0	0	0
23683	4	0	1	1	0
23684	4	0	0	1	0
23685	4	0	0	1	0
23686	4	0	1	1	1
23687	5	0	1	1	0
23688	5	0	0	1	0
23689	4	0	0	1	0
23690	4	1	0	1	0

RandomID	D1	D2	D3	D4	D5
23691	4	1	1	1	1
23692	4	0	0	1	0
23693	4	0	0	1	0
23694	4	0	1	1	0
23695	5	0	1	1	0
23696	5	1	1	1	0
23697	4	.	1	1	0
23698	4	0	0	1	0
23699	3	0	0	1	0
23700	4	0	1	1	0
23701	5	0	1	1	0
23702	5	0	0	1	0
23703	5	1	1	1	0
23704	5	0	1	1	0
23705	4	0	1	1	0
23706	5	0	1	1	0
23707	5	0	0	1	1
23708	4	0	1	1	0
23709	4	0	1	0	0
23710	4	0	0	1	0
23711	5	0	0	1	0
23712	5	0	1	1	0
23713	5	0	0	1	0
23714	5	0	1	1	0
23715	4	0	0	1	0
23716	5	0	1	1	0
23717	5	0	0	1	0
23718	4	0	0	1	0
23719	5	0	0	1	0
23720	5	0	0	1	0
23721	4	0	1	1	0
23722	5	0	0	1	0
23723	5	0	0	1	1
23724	5	0	1	1	0
23725	5	1	0	1	1
23726	5	0	1	1	1
23727	5	0	0	1	0
23728	5	0	0	1	0
23729	4	0	1	1	0
23730	5	0	0	1	0
23731	3	0	0	1	0
23732	4	0	0	1	0
23733	5	0	0	1	0
23734	4	0	1	1	0
23735	4	0	0	1	0
23736	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
23737	5	0	0	1	0
23738	4	1	1	1	1
23739	5	0	0	1	0
23740	4	1	1	1	1
23741	4	0	1	1	0
23742	5	0	0	1	0
23743	4	0	1	1	1
23744	4	0	0	1	0
23745	5	1	0	1	0
23746	5	0	0	1	0
23747	5	0	0	1	0
23748	5	0	0	1	0
23749	5	0	0	1	0
23750	5	0	0	1	0
23751	4	.	1	1	0
23752	5	0	1	1	0
23753	4	0	1	1	0
23754	5	0	0	1	0
23755	3	1	1	1	0
23756	4	0	0	1	0
23757	5	0	0	1	0
23758	5	0	1	1	0
23759	5	0	1	1	0
23760	5	0	1	1	1
23761	5	1	0	0	0
23762	4	0	0	1	0
23763	5	0	1	1	0
23764	5	0	0	1	0
23765	5	0	1	1	0
23766	4	0	1	0	0
23767	5	0	0	1	0
23768	5	0	0	0	0
23769	4	0	1	1	0
23770	5	0	0	1	0
23771	5	0	1	1	0
23772	4	0	1	1	0
23773	4	0	0	1	0
23774	5	0	1	1	0
23775	4	0	1	1	0
23776	5	0	0	1	1
23777	4	0	0	1	0
23778	5	1	1	1	0
23779	5	0	0	1	0
23780	5	0	0	1	0
23781	4	0	0	1	0
23782	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
23783	5	0	1	1	0
23784	5	0	1	1	0
23785	4	0	0	1	0
23786	5	0	0	1	0
23787	5	0	1	1	0
23788	4	0	1	0	0
23789	5	0	1	1	0
23790	3	0	0	1	0
23791	4	0	1	1	0
23792	5	0	0	1	0
23793	5	0	1	1	0
23794	5	0	0	1	0
23795	5	0	1	1	1
23796	5	1	0	1	1
23797	5	0	1	1	1
23798	5	0	1	1	0
23799	5	0	0	1	0
23800	4	0	0	1	0
23801	4	0	1	1	0
23802	5	0	0	1	0
23803	4	0	0	1	0
23804	5	1	0	1	0
23805	4	0	1	1	0
23806	3	0	0	1	0
23807	4	0	0	1	0
23808	4	1	0	1	0
23809	4	0	0	1	0
23810	5	0	0	1	1
23811	4	1	0	1	0
23812	5	0	0	1	0
23813	4	0	0	1	0
23814	5	0	1	1	0
23815	5	0	0	1	0
23816	5	0	1	1	0
23817	5	0	1	1	0
23818	5	0	0	1	0
23819	5	0	0	1	0
23820	5	0	1	1	0
23821	5	0	0	1	0
23822	4	1	1	1	1
23823	5	0	1	1	0
23824	3	0	1	1	0
23825	5	0	0	1	0
23826	4	0	0	1	0
23827	5	0	0	1	0
23828	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
23829	5	0	0	1	0
23830	4	0	0	1	0
23831	5	0	0	1	1
23832	5	0	0	1	0
23833	3	0	0	1	0
23834	5	0	0	1	0
23835	5	0	1	1	0
23836	4	0	0	1	0
23837	5	0	1	1	0
23838	4	0	1	1	0
23839	5	0	0	1	0
23840	4	0	0	1	0
23841	4	0	0	1	0
23842	3	1	1	1	0
23843	5	0	0	1	1
23844	4	0	0	1	0
23845	5	0	0	1	0
23846	4	0	1	1	0
23847	5	0	1	1	0
23848	5	0	1	1	0
23849	5	0	0	1	0
23850	5	1	1	1	0
23851	2	0	1	1	0
23852	3	0	0	1	0
23853	5	0	0	1	0
23854	5	0	1	1	0
23855	5	0	0	1	0
23856	4	0	0	1	1
23857	4	0	0	1	0
23858	4	0	0	0	0
23859	4	0	0	1	0
23860	4	0	1	1	0
23861	4	0	1	1	1
23862	4	0	1	1	0
23863	4	0	0	1	0
23864	5	0	0	1	0
23865	4	0	0	1	0
23866	5	0	0	1	0
23867	5	0	0	1	0
23868	4	0	0	1	0
23869	3	0	1	1	1
23870	3	0	1	1	0
23871	3	1	1	1	0
23872	5	0	0	1	0
23873	3	0	1	1	0
23874	5	0	0	1	1

RandomID	D1	D2	D3	D4	D5
23875	4	1	1	1	0
23876	5	0	0	1	0
23877	5	0	1	1	0
23878	5	0	1	1	0
23879	4	0	1	1	0
23880	5	0	0	1	0
23881	4	0	0	1	0
23882	4	0	0	0	0
23883	5	0	1	1	0
23884	5	0	0	1	0
23885	5	0	1	1	1
23886	5	0	1	1	0
23887	4	0	1	1	0
23888	2	0	1	1	0
23889	3	0	1	1	1
23890	3	0	0	1	1
23891	4	0	1	1	0
23892	4	0	0	1	0
23893	4	0	1	1	1
23894	5	0	0	1	0
23895	4	0	1	1	0
23896	5	0	1	1	0
23897	4	0	1	1	0
23898	4	0	0	1	0
23899	4	0	1	1	0
23900	5	0	0	1	0
23901	4	0	1	1	0
23902	4	1	0	1	0
23903	4	0	1	1	0
23904	3	0	1	1	0
23905	5	0	0	1	0
23906	3	0	1	1	0
23907	4	0	1	1	0
23908	4	0	1	1	0
23909	4	0	0	1	0
23910	5	0	1	0	0
23911	3	0	1	1	0
23912	5	0	1	1	0
23913	5	0	1	1	0
23914	4	0	0	1	0
23915	5	0	1	1	0
23916	5	0	1	1	0
23917	4	0	0	1	0
23918	5	0	0	1	0
23919	4	0	0	1	0
23920	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
23921	4	0	0	1	0
23922	4	0	0	1	0
23923	4	0	0	1	0
23924	5	0	1	1	0
23925	4	0	1	1	1
23926	5	0	0	1	0
23927	5	0	0	1	0
23928	4	0	0	1	1
23929	5	0	0	1	0
23930	4	0	0	1	0
23931	5	0	0	1	0
23932	4	0	0	1	0
23933	5	0	0	1	0
23934	4	0	0	1	1
23935	4	0	0	1	0
23936	5	1	0	1	0
23937	4	0	1	1	1
23938	5	0	0	1	0
23939	4	0	0	1	0
23940	4	0	1	1	1
23941	5	0	0	1	0
23942	5	0	1	1	1
23943	4	0	0	1	1
23944	5	0	0	1	1
23945	5	0	0	1	0
23946	5	0	0	1	1
23947	4	0	1	1	0
23948	3	0	1	1	0
23949	4	0	0	1	0
23950	4	0	0	1	0
23951	4	0	0	1	0
23952	5	0	0	1	0
23953	4	0	0	1	0
23954	4	0	1	1	0
23955	4	0	0	1	0
23956	4	0	1	1	0
23957	5	0	0	1	0
23958	4	1	1	1	0
23959	3	1	1	1	0
23960	5	0	0	1	0
23961	4	0	0	1	0
23962	4	0	0	0	0
23963	4	0	1	1	1
23964	4	0	0	1	0
23965	5	0	0	1	0
23966	4	0	0	1	1

RandomID	D1	D2	D3	D4	D5
23967	3	0	0	1	0
23968	4	0	1	1	0
23969	5	0	0	1	0
23970	5	0	1	1	0
23971	4	0	0	1	1
23972	4	0	0	1	0
23973	3	1	1	1	0
23974	5	0	0	1	0
23975	2	0	1	1	0
23976	5	0	0	1	0
23977	5	0	0	1	0
23978	5	0	0	1	1
23979	5	0	0	1	0
23980	4	0	1	1	0
23981	5	0	1	1	0
23982	5	0	0	1	0
23983	3	0	1	1	1
23984	4	0	1	1	0
23985	4	0	0	1	0
23986	5	0	1	1	0
23987	5	0	0	1	0
23988	4	0	1	1	0
23989	5	0	1	1	0
23990	5	0	0	1	0
23991	3	0	0	1	0
23992	5	0	0	1	0
23993	5	0	0	1	0
23994	4	0	0	1	1
23995	4	0	0	1	0
23996	5	0	1	1	0
23997	5	0	1	1	0
23998	5	0	1	1	0
23999	5	0	0	1	0
24000	4	0	1	1	0
24001	5	0	1	1	0
24002	5	0	0	1	0
24003	4	0	0	1	1
24004	4	0	0	1	0
24005	5	0	1	1	1
24006	5	0	0	1	0
24007	5	0	0	1	0
24008	3	.	1	1	0
24009	.	.	.	.	.
24010	5	0	0	1	0
24011	3	1	1	1	1
24012	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
24013	4	0	0	1	0
24014	4	0	1	1	0
24015	4	0	1	1	0
24016	5	0	1	1	0
24017	5	0	1	1	0
24018	5	0	0	0	0
24019	5	0	0	1	1
24020	5	0	1	1	0
24021	5	0	0	1	0
24022	5	0	0	1	0
24023	4	0	1	1	0
24024	4	0	1	1	0
24025	3	0	1	1	0
24026	5	0	0	1	0
24027	5	0	1	1	0
24028	4	0	0	1	0
24029	4	0	0	1	0
24030	5	0	0	1	0
24031	5	0	0	1	0
24032	4	0	0	1	1
24033	4	0	1	1	1
24034	5	0	1	1	0
24035	5	0	0	1	0
24036	3	0	0	1	0
24037	5	0	0	1	0
24038	5	0	1	1	0
24039	4	0	1	1	0
24040	4	0	1	1	0
24041	5	0	0	0	0
24042	4	0	0	1	0
24043	5	0	1	1	0
24044	4	0	1	1	0
24045	5	0	0	1	0
24046	5	0	0	1	0
24047	5	0	1	1	0
24048	5	0	0	1	1
24049	4	0	1	1	0
24050	5	0	1	0	0
24051	5	0	0	1	0
24052	4	0	1	1	0
24053	5	0	0	0	0
24054	4	0	1	1	0
24055	4	0	1	1	0
24056	3	0	0	1	0
24057	5	0	0	0	0
24058	5	0	0	0	0

RandomID	D1	D2	D3	D4	D5
24059	5	0	0	1	1
24060	4	0	0	1	0
24061	5	0	1	1	0
24062	4	0	0	1	0
24063	5	0	0	1	0
24064	5	0	0	1	0
24065	5	0	0	1	0
24066	4	0	0	1	0
24067	4	0	1	1	0
24068	5	0	0	1	0
24069	5	0	1	1	0
24070	5	0	0	1	0
24071	5	0	0	1	0
24072	5	0	1	1	0
24073	5	0	0	1	0
24074	5	0	1	0	0
24075	5	0	0	1	0
24076	5	0	1	1	0
24077	4	0	0	0	0
24078	5	0	1	1	0
24079	4	0	1	1	0
24080	4	0	1	1	0
24081	4	0	1	1	0
24082	5	0	0	1	0
24083	3	0	1	1	0
24084	5	0	1	1	0
24085	4	0	1	1	0
24086	5	0	1	1	0
24087	5	0	1	1	0
24088	5	0	0	1	0
24089	4	0	0	1	0
24090	4	1	0	1	0
24091	5	0	1	1	0
24092	5	0	1	1	0
24093	4	0	0	1	0
24094	5	0	0	1	0
24095	5	0	1	1	0
24096	5	0	0	1	0
24097	3	0	1	1	0
24098	4	0	0	1	0
24099	5	0	1	1	0
24100	4	0	0	1	0
24101	5	0	1	1	0
24102	4	0	1	1	0
24103	3	0	1	1	0
24104	4	1	0	1	0

RandomID	D1	D2	D3	D4	D5
24105	2	0	0	1	1
24106	4	0	0	1	0
24107	5	0	1	1	0
24108	4	1	1	1	0
24109	3	0	0	1	0
24110	5	0	1	1	0
24111	5	0	1	1	0
24112	5	0	0	1	0
24113	5	0	0	1	0
24114	4	0	0	1	0
24115	5	1	0	1	0
24116	4	0	0	1	0
24117	4	0	1	1	0
24118	5	0	0	1	1
24119	3	0	0	1	0
24120	4	0	0	1	0
24121	4	0	0	1	0
24122	5	0	0	1	1
24123	4	0	0	1	0
24124	3	0	0	1	0
24125	4	0	0	1	0
24126	5	0	1	1	0
24127	5	0	0	1	0
24128	4	1	1	1	0
24129	4	0	0	1	0
24130	5	0	1	1	0
24131	5	0	0	1	0
24132	5	0	0	1	0
24133	5	0	0	1	0
24134	5	1	0	1	1
24135	4	0	0	1	1
24136	5	0	1	1	0
24137	5	1	1	1	1
24138	3	0	0	1	0
24139	4	1	0	1	0
24140	4	0	1	1	0
24141	4	0	1	1	0
24142	5	0	0	1	0
24143	4	0	0	1	0
24144	4	0	1	1	1
24145	4	0	1	1	0
24146	4	0	1	1	0
24147	5	0	0	1	0
24148	4	0	0	1	0
24149	4	0	1	1	0
24150	4	1	1	1	0

RandomID	D1	D2	D3	D4	D5
24151	3	1	0	1	0
24152	5	0	0	1	0
24153	4	0	0	1	0
24154	3	0	0	1	0
24155	4	1	1	1	0
24156	4	0	1	1	0
24157	5	0	1	1	0
24158	4	0	1	1	0
24159	5	0	0	1	0
24160	5	0	0	1	0
24161	5	0	0	1	0
24162	5	0	1	1	0
24163	5	0	1	1	0
24164	5	0	0	1	0
24165	4	0	0	1	0
24166	5	0	1	1	0
24167	4	0	1	1	0
24168	4	1	0	1	0
24169	5	0	1	1	0
24170	5	0	1	1	0
24171	4	0	1	1	0
24172	4	0	1	1	0
24173	5	0	0	1	0
24174	5	0	1	1	0
24175	5	0	1	1	0
24176	5	0	1	1	0
24177	5	0	0	1	0
24178	4	0	0	1	0
24179	4	0	1	1	0
24180	4	0	0	1	0
24181	5	0	0	1	1
24182	5	0	0	1	0
24183	5	0	1	1	0
24184	5	0	1	1	1
24185	5	0	1	1	0
24186	4	1	0	1	0
24187	5	0	0	1	1
24188	3	0	1	1	0
24189	5	0	0	1	0
24190	5	0	0	1	0
24191	5	0	0	1	0
24192	5	0	1	1	0
24193	4	0	0	1	0
24194	4	0	1	1	0
24195	4	0	0	1	0
24196	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
24197	4	0	1	1	0
24198	5	0	1	1	0
24199	4	0	1	1	0
24200	4	0	0	1	0
24201	4	0	1	1	0
24202	4	0	1	1	0
24203	4	0	1	1	0
24204	4	0	1	1	0
24205	5	0	0	1	0
24206	4	0	0	1	0
24207	4	0	1	1	0
24208	5	0	0	1	0
24209	5	0	0	1	0
24210	4	1	0	1	0
24211	5	0	0	0	0
24212	4	0	1	1	0
24213	5	0	1	1	0
24214	5	0	0	0	0
24215	5	0	1	1	0
24216	4	0	0	1	0
24217	3	0	0	0	0
24218	5	0	0	1	0
24219	5	0	1	1	0
24220	3	0	0	0	0
24221	5	0	1	1	0
24222	4	1	0	1	0
24223	4	0	0	1	0
24224	5	0	1	1	0
24225	5	0	0	1	0
24226	3	0	0	1	0
24227	5	0	0	1	1
24228	4	0	0	1	0
24229	4	0	0	1	0
24230	4	0	0	1	0
24231	4	0	1	1	0
24232	4	0	0	1	0
24233	5	0	0	1	0
24234	4	0	1	1	0
24235	4	0	1	1	0
24236	5	0	1	1	0
24237	4	0	0	1	0
24238	4	0	1	1	0
24239	3	0	1	1	0
24240	5	0	0	1	0
24241	5	1	1	1	0
24242	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
24243	4	0	0	1	0
24244	5	0	0	1	0
24245	5	0	0	1	0
24246	5	0	0	1	0
24247	5	1	0	1	0
24248	4	1	0	1	0
24249	5	0	0	1	0
24250	4	0	1	1	1
24251	5	0	0	1	0
24252	5	0	0	1	0
24253	5	1	1	1	1
24254	5	0	1	1	0
24255	4	0	1	1	0
24256	4	0	1	1	1
24257	5	0	1	1	0
24258	4	0	1	1	1
24259	5	0	0	1	0
24260	5	0	0	0	0
24261	4	1	1	1	0
24262	5	0	0	1	0
24263	5	0	1	1	0
24264	5	0	0	1	0
24265	5	0	0	1	0
24266	5	0	1	1	0
24267	4	1	0	1	0
24268	4	0	0	1	1
24269	4	0	0	1	0
24270	5	0	0	1	0
24271	4	0	0	1	0
24272	4	0	0	1	0
24273	4	1	1	1	0
24274	5	0	1	1	0
24275	4	0	0	1	0
24276	5	0	0	1	0
24277	5	0	1	1	0
24278	5	0	0	1	0
24279	4	1	0	1	1
24280	5	0	1	1	0
24281	5	0	0	1	0
24282	5	0	0	1	0
24283	4	0	1	1	0
24284	4	0	1	1	0
24285	4	0	0	1	1
24286	5	0	0	1	0
24287	4	0	1	1	0
24288	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
24289	5	0	0	1	0
24290	5	0	0	1	0
24291	5	0	1	1	0
24292	4	0	0	1	0
24293	5	0	1	1	0
24294	5	0	1	1	0
24295	4	0	0	1	0
24296	4	0	0	1	0
24297	4	0	1	1	0
24298	5	0	0	1	0
24299	5	0	0	1	0
24300	4	0	1	1	0
24301	5	0	1	1	0
24302	5	0	1	1	0
24303	5	0	1	1	0
24304	5	0	0	1	0
24305	4	0	0	1	0
24306	3	0	0	1	0
24307	3	0	1	1	0
24308	5	0	1	1	0
24309	5	1	0	1	0
24310	5	0	1	1	0
24311	5	0	0	1	0
24312	5	0	1	1	0
24313	4	0	1	1	0
24314	5	0	1	1	0
24315	4	0	0	1	0
24316	4	0	1	1	0
24317	4	1	0	1	0
24318	5	0	1	1	1
24319	5	0	0	1	0
24320	5	0	0	0	0
24321	4	0	1	1	0
24322	5	0	1	1	0
24323	5	0	0	1	0
24324	4	0	1	1	0
24325	5	0	0	1	0
24326	4	0	1	1	0
24327	4	0	1	1	0
24328	5	0	0	1	0
24329	4	0	1	1	0
24330	4	0	1	1	0
24331	5	0	0	1	0
24332	4	1	1	1	1
24333	4	0	1	1	0
24334	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
24335	5	0	0	1	0
24336	5	0	0	1	0
24337	4	0	0	1	0
24338	2	0	0	1	1
24339	5	0	1	1	1
24340	4	0	0	1	0
24341	4	0	1	1	0
24342	5	0	1	1	0
24343	5	0	1	1	0
24344	4	0	0	1	0
24345	4	0	0	1	0
24346	5	0	1	1	1
24347	4	0	0	1	0
24348	4	0	1	1	0
24349	3	1	0	1	1
24350	5	0	1	1	1
24351	4	1	0	1	0
24352	5	0	0	1	0
24353	5	0	0	1	0
24354	4	0	1	1	0
24355	5	0	0	1	0
24356	5	0	0	1	0
24357	5	0	0	1	0
24358	4	0	1	1	1
24359	4	0	0	1	0
24360	4	0	0	1	0
24361	5	0	0	1	0
24362	5	0	0	1	0
24363	4	0	0	1	0
24364	4	0	0	1	1
24365	4	0	1	1	0
24366	4	0	0	1	0
24367	5	1	0	1	0
24368	5	0	0	1	0
24369	5	0	0	1	0
24370	5	0	0	1	0
24371	4	0	0	1	0
24372	4	0	1	1	0
24373	4	0	1	0	1
24374	5	0	1	1	0
24375	4	0	0	1	1
24376	5	0	1	1	0
24377	3	0	0	1	1
24378	4	0	0	1	0
24379	4	0	1	1	0
24380	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
24381	5	0	1	1	1
24382	5	0	1	1	0
24383	5	0	0	1	1
24384	4	0	1	1	0
24385	4	0	0	1	0
24386	4	0	1	1	0
24387	4	0	0	1	0
24388	5	0	1	1	1
24389	4	0	0	1	0
24390	4	0	0	1	0
24391	5	0	0	1	1
24392	5	0	0	1	0
24393	5	0	1	1	0
24394	5	0	0	1	0
24395	5	0	0	1	0
24396	4	0	0	1	0
24397	4	0	0	1	0
24398	5	0	0	1	0
24399	5	0	0	1	0
24400	5	0	1	1	1
24401	4	0	1	1	0
24402	3	0	1	1	0
24403	5	0	1	1	0
24404	4	0	1	1	0
24405	4	1	1	1	0
24406	5	0	0	1	0
24407	4	0	0	1	0
24408	5	0	1	1	0
24409	4	0	1	1	0
24410	4	0	0	1	0
24411	5	0	1	1	0
24412	4	1	0	1	0
24413	5	0	1	1	0
24414	5	0	1	1	0
24415	5	0	0	1	1
24416	4	0	0	0	0
24417	5	0	0	1	0
24418	4	0	1	1	0
24419	4	0	1	1	0
24420	4	1	0	1	0
24421	4	0	1	1	1
24422	5	1	1	1	0
24423	3	0	0	1	0
24424	5	0	1	1	0
24425	5	0	0	1	0
24426	4	0	1	1	1

RandomID	D1	D2	D3	D4	D5
24427	3	0	1	1	0
24428	4	1	1	1	0
24429	3	0	0	1	0
24430	5	1	1	1	0
24431	5	0	1	1	1
24432	5	0	1	1	1
24433	5	0	1	1	0
24434	5	0	1	1	0
24435	4	0	1	1	0
24436	3	1	1	1	0
24437	5	0	0	1	0
24438	5	0	1	1	0
24439	5	0	0	1	0
24440	5	0	0	1	0
24441	5	0	1	1	0
24442	3	1	0	1	0
24443	5	0	0	1	1
24444	5	0	0	1	0
24445	4	0	1	0	0
24446	4	0	1	1	0
24447	5	0	0	1	0
24448	5	0	1	1	0
24449	4	0	0	1	0
24450	5	0	0	1	0
24451	4	0	0	1	0
24452	4	0	0	1	0
24453	5	0	1	1	0
24454	4	0	0	1	0
24455	4	0	0	1	0
24456	3	0	1	1	0
24457	5	0	0	1	0
24458	5	0	1	1	0
24459	4	0	0	1	0
24460	5	0	1	1	0
24461	5	0	0	1	0
24462	4	1	1	1	0
24463	5	0	0	1	0
24464	5	0	0	1	0
24465	5	0	0	1	1
24466	4	0	1	1	0
24467	5	0	1	1	0
24468	4	0	0	1	1
24469	4	0	0	1	1
24470	5	0	0	1	0
24471	4	0	0	1	0
24472	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
24473	3	0	1	0	0
24474	4	0	1	1	0
24475	5	0	1	1	0
24476	5	0	1	1	0
24477	4	0	1	1	0
24478	4	0	0	1	0
24479	5	0	0	1	0
24480	4	0	1	1	0
24481	3	0	1	1	0
24482	4	1	1	1	0
24483	3	0	1	1	1
24484	4	1	1	1	1
24485	5	0	0	0	0
24486	4	0	0	1	0
24487	4	0	0	1	0
24488	5	0	1	1	0
24489	5	0	1	1	0
24490	5	0	1	1	0
24491	4	0	1	1	0
24492	5	0	0	1	0
24493	5	0	0	1	0
24494	5	0	1	1	0
24495	5	0	0	1	0
24496	5	0	1	1	0
24497	5	0	1	1	0
24498	5	0	1	1	0
24499	5	0	1	1	0
24500	5	0	0	1	0
24501	5	0	1	1	0
24502	4	0	1	1	0
24503	4	0	0	1	0
24504	4	0	0	1	0
24505	4	0	0	1	0
24506	4	0	0	1	0
24507	4	0	0	1	0
24508	5	0	1	1	0
24509	5	0	0	1	0
24510	5	0	0	1	0
24511	5	0	1	1	1
24512	5	0	1	1	0
24513	4	0	0	1	0
24514	5	0	1	1	1
24515	4	0	0	1	0
24516	4	0	0	1	0
24517	5	0	0	1	0
24518	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
24519	4	0	1	1	0
24520	4	0	0	1	0
24521	4	0	1	1	1
24522	5	0	0	1	0
24523	4	0	0	1	1
24524	4	0	0	1	0
24525	5	0	1	1	0
24526	5	0	0	1	0
24527	5	0	1	1	0
24528	5	0	1	1	0
24529	5	0	0	1	0
24530	4	0	0	1	0
24531	5	0	1	1	0
24532	4	0	1	1	0
24533	5	0	0	1	0
24534	5	0	0	1	0
24535	4	0	1	1	0
24536	4	0	0	1	0
24537	4	0	0	1	0
24538	5	1	0	1	0
24539	4	0	0	1	0
24540	4	0	1	1	0
24541	4	0	0	1	0
24542	5	0	1	1	0
24543	4	0	0	1	1
24544	4	0	1	1	0
24545	4	0	0	1	0
24546	5	0	0	1	1
24547	5	0	0	1	0
24548	4	0	1	1	0
24549	3	0	1	1	0
24550	4	0	0	1	1
24551	3	1	1	1	0
24552	4	0	1	1	1
24553	4	1	1	1	1
24554	4	0	1	1	0
24555	4	0	0	1	0
24556	4	0	1	1	0
24557	5	0	1	1	0
24558	5	0	1	1	0
24559	5	0	0	1	0
24560	3	0	0	1	0
24561	3	0	1	1	0
24562	4	0	1	1	1
24563	4	1	1	1	0
24564	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
24565	5	0	0	1	0
24566	5	0	0	1	0
24567	4	0	0	1	0
24568	4	0	1	1	0
24569	5	0	1	1	0
24570	5	0	1	1	0
24571	4	0	0	1	1
24572	3	0	1	1	0
24573	5	1	1	1	1
24574	5	0	0	1	0
24575	5	0	1	1	1
24576	.	.	.	.	.
24577	5	0	0	1	0
24578	4	0	1	1	0
24579	5	0	0	1	0
24580	5	0	1	1	0
24581	5	1	1	1	0
24582	4	0	1	1	0
24583	3	0	0	1	0
24584	5	0	1	1	0
24585	5	0	1	1	1
24586	5	0	1	1	0
24587	4	0	0	1	0
24588	4	0	0	1	0
24589	5	0	0	1	1
24590	4	0	0	1	0
24591	5	1	0	1	0
24592	5	0	0	1	0
24593	5	0	0	1	0
24594	4	0	1	1	1
24595	5	0	1	1	1
24596	5	0	0	1	1
24597	4	0	0	1	0
24598	5	0	0	1	0
24599	4	0	0	1	0
24600	5	0	1	1	0
24601	5	0	0	1	0
24602	5	0	1	1	0
24603	5	1	0	1	0
24604	5	0	0	1	0
24605	5	0	0	1	0
24606	4	1	1	1	0
24607	4	0	1	1	0
24608	4	0	0	1	0
24609	5	0	0	1	0
24610	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
24611	5	0	0	1	0
24612	5	0	1	1	1
24613	4	0	1	1	0
24614	4	0	0	1	1
24615	3	0	0	1	0
24616	5	0	0	0	0
24617	5	0	1	1	0
24618	4	1	0	1	0
24619	4	0	0	1	0
24620	4	0	1	1	0
24621	3	0	1	1	0
24622	3	0	0	1	0
24623	4	0	0	1	0
24624	5	0	0	1	0
24625	5	0	0	1	0
24626	5	0	1	1	0
24627	4	0	0	0	1
24628	4	0	0	1	0
24629	5	0	0	1	0
24630	5	0	1	1	0
24631	5	0	1	1	0
24632	5	0	0	1	0
24633	5	0	1	1	0
24634	5	0	1	1	0
24635	4	0	0	1	0
24636	5	0	0	1	0
24637	4	0	1	0	0
24638	4	0	0	1	0
24639	4	0	0	1	0
24640	5	0	0	1	0
24641	4	0	0	1	0
24642	4	0	0	1	0
24643	4	0	1	1	0
24644	5	0	1	1	0
24645	5	0	0	1	0
24646	4	0	0	1	0
24647	5	0	0	1	0
24648	5	0	1	1	0
24649	5	0	0	1	0
24650	5	0	1	1	0
24651	4	0	1	1	0
24652	4	0	0	1	0
24653	4	0	0	1	0
24654	5	0	1	1	0
24655	4	0	1	1	0
24656	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
24657	4	1	1	1	0
24658	5	0	0	1	0
24659	5	0	0	1	0
24660	3	1	0	0	1
24661	5	0	0	1	1
24662	5	0	0	1	0
24663	5	0	1	1	0
24664	5	0	0	1	1
24665	4	0	0	1	0
24666	5	0	1	1	1
24667	4	0	0	1	0
24668	4	0	0	1	0
24669	3	0	0	1	0
24670	4	0	0	1	1
24671	4	1	0	1	0
24672	5	0	0	1	0
24673	4	0	0	1	0
24674	5	0	0	1	0
24675	5	0	1	1	0
24676	4	0	1	1	0
24677	5	0	1	1	0
24678	3	1	1	1	0
24679	5	0	0	1	0
24680	5	0	1	1	1
24681	5	0	0	1	0
24682	4	0	1	1	0
24683	4	0	0	1	0
24684	5	0	0	1	0
24685	4	0	0	1	0
24686	5	0	1	1	0
24687	5	0	0	1	0
24688	4	0	0	1	0
24689	4	0	0	1	0
24690	4	1	1	1	0
24691	5	0	0	1	1
24692	4	0	1	1	0
24693	4	0	1	1	0
24694	4	0	0	1	0
24695	4	0	1	1	1
24696	5	0	0	1	0
24697	5	0	0	1	0
24698	5	0	0	1	0
24699	5	0	0	1	0
24700	4	1	0	1	0
24701	4	0	1	1	0
24702	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
24703	5	0	0	1	0
24704	4	0	0	1	0
24705	5	0	0	1	0
24706	5	0	1	1	1
24707	3	0	0	1	0
24708	4	0	0	1	0
24709	5	0	0	1	0
24710	5	0	0	1	0
24711	4	0	0	1	0
24712	5	0	0	1	0
24713	5	0	1	1	0
24714	3	0	1	1	0
24715	5	0	0	1	0
24716	5	0	0	1	0
24717	4	0	1	1	1
24718	4	0	1	1	0
24719	5	0	0	1	0
24720	5	0	0	1	0
24721	5	0	0	1	0
24722	5	0	1	0	0
24723	3	0	1	1	0
24724	5	0	0	1	0
24725	5	0	0	1	1
24726	5	0	1	0	0
24727	5	0	1	1	0
24728	4	0	1	1	1
24729	4	0	0	1	0
24730	4	0	0	1	0
24731	5	0	0	1	1
24732	5	0	1	1	1
24733	5	0	0	1	0
24734	4	0	1	1	0
24735	4	0	0	1	0
24736	4	0	0	1	0
24737	5	0	1	1	0
24738	3	0	1	1	1
24739	5	0	1	1	0
24740	5	0	1	1	0
24741	5	0	0	1	0
24742	5	0	0	1	0
24743	5	0	0	1	0
24744	4	0	0	1	0
24745	4	0	0	1	0
24746	5	0	1	1	0
24747	4	0	0	1	0
24748	4	0	1	1	0

RandomID	D1	D2	D3	D4	D5
24749	4	0	1	1	0
24750	3	0	1	1	0
24751	4	0	1	1	1
24752	4	0	1	1	0
24753	5	0	0	1	0
24754	4	0	0	1	1
24755	3	1	1	1	0
24756	5	0	1	1	0
24757	5	0	0	1	0
24758	5	0	.	1	0
24759	5	0	1	1	0
24760	5	0	0	1	0
24761	5	0	0	1	0
24762	4	0	0	1	0
24763	5	1	0	1	0
24764	5	0	0	1	0
24765	5	1	1	1	0
24766	5	0	0	1	0
24767	5	0	0	1	0
24768	4	0	0	1	0
24769	5	0	0	1	0
24770	4	1	1	1	1
24771	5	0	1	1	1
24772	4	0	1	1	1
24773	5	0	1	1	0
24774	4	0	0	1	0
24775	5	0	0	1	0
24776	5	0	0	1	0
24777	5	0	0	1	0
24778	4	0	0	1	0
24779	4	0	0	1	0
24780	4	0	0	1	0
24781	5	0	0	1	1
24782	5	0	0	1	0
24783	4	0	0	1	0
24784	5	0	1	0	0
24785	3	0	0	1	1
24786	4	0	0	1	0
24787	4	1	1	1	0
24788	.	.	.	.	.
24789	4	0	1	1	0
24790	4	0	0	1	0
24791	4	1	1	1	0
24792	4	0	1	1	0
24793	5	0	0	1	0
24794	5	0	1	1	0

RandomID	D1	D2	D3	D4	D5
24795	3	1	0	1	0
24796	4	0	0	1	0
24797	3	0	0	1	1
24798	4	0	1	1	0
24799	4	0	0	1	0
24800	5	0	0	1	0
24801	5	0	1	1	0
24802	4	0	1	0	0
24803	5	0	1	1	0
24804	5	0	1	1	0
24805	4	0	0	1	1
24806	5	0	1	1	1
24807	5	0	1	1	0
24808	5	0	0	1	0
24809	4	0	1	1	0
24810	4	0	1	1	0
24811	5	0	0	1	0
24812	5	0	1	1	0
24813	4	0	1	1	0
24814	5	0	1	1	0
24815	4	0	1	1	1
24816	5	0	1	1	0
24817	5	0	0	1	0
24818	4	0	0	1	0
24819	5	0	0	1	0
24820	5	0	0	1	0
24821	4	1	1	1	0
24822	5	0	0	1	0
24823	5	0	1	1	0
24824	5	0	0	1	0
24825	3	0	0	1	0
24826	5	0	0	1	0
24827	4	0	0	1	0
24828	4	0	1	1	0
24829	5	0	0	1	0
24830	5	0	0	0	0
24831	5	0	0	1	0
24832	5	0	1	1	0
24833	5	0	0	1	0
24834	5	0	0	1	0
24835	5	0	1	1	0
24836	5	1	0	1	0
24837	5	0	0	1	0
24838	5	0	0	1	0
24839	4	0	1	1	0
24840	3	0	0	1	0

RandomID	D1	D2	D3	D4	D5
24841	4	0	1	1	0
24842	4	0	1	1	0
24843	4	0	0	0	0
24844	5	0	0	1	0
24845	5	0	1	1	0
24846	5	0	0	1	0
24847	4	0	0	1	1
24848	4	0	1	1	0
24849	5	0	1	1	0
24850	5	0	1	1	0
24851	4	0	0	1	0
24852	4	0	0	1	0
24853	4	0	0	1	0
24854	4	0	0	1	0
24855	3	1	0	1	0
24856	5	0	0	1	0
24857	5	0	0	1	0
24858	4	0	1	1	0
24859	4	0	0	1	0
24860	4	0	1	1	0
24861	5	0	0	1	0
24862	4	0	1	1	.
24863	5	0	1	1	0
24864	4	0	0	1	1
24865	5	0	1	1	0
24866	5	0	1	1	0
24867	5	0	0	1	0
24868	5	0	0	1	0
24869	4	0	1	1	1
24870	5	0	0	1	0
24871	5	0	0	1	0
24872	5	0	0	1	0
24873	4	0	1	1	0
24874	4	0	1	1	0
24875	4	1	0	1	0
24876	4	0	0	1	0
24877	5	0	1	1	0
24878	4	0	0	1	0
24879	3	1	1	1	0
24880	5	0	0	1	0
24881	5	0	0	1	0
24882	4	0	0	1	0
24883	5	0	1	1	0
24884	5	0	0	1	0
24885	4	0	0	1	1
24886	4	1	1	1	0

RandomID	D1	D2	D3	D4	D5
24887	5	0	1	1	0
24888	4	0	1	1	0
24889	5	0	1	1	0
24890	5	0	1	1	0
24891	5	0	0	1	0
24892	4	0	1	1	0
24893	5	1	0	1	0
24894	5	0	0	1	1
24895	4	0	0	1	0
24896	5	0	1	1	1
24897	5	0	0	1	0
24898	5	1	0	0	0
24899	4	0	1	1	0
24900	4	0	0	1	0
24901	4	0	0	1	0
24902	4	1	1	1	0
24903	4	0	1	1	0
24904	5	0	1	1	0
24905	3	0	1	1	1
24906	4	0	0	1	1
24907	4	0	0	1	0
24908	4	0	0	1	0
24909	4	1	1	1	0
24910	4	1	0	1	1
24911	3	0	1	1	0
24912	5	0	1	1	0
24913	4	0	0	1	1
24914	5	0	0	1	0
24915	4	0	0	1	1
24916	5	0	1	1	0
24917	5	0	0	1	0
24918	5	0	1	1	0
24919	4	0	1	1	0
24920	4	0	1	1	0
24921	4	0	1	1	0
24922	4	1	1	1	0
24923	4	0	1	1	0
24924	5	0	0	1	0
24925	4	0	0	1	0
24926	5	0	1	1	1
24927	5	0	0	1	0
24928	5	0	0	1	1
24929	4	0	1	1	0
24930	5	0	1	1	0
24931	5	0	0	1	0
24932	4	0	0	1	0

RandomID	D1	D2	D3	D4	D5
24933	5	1	1	1	0
24934	5	1	0	1	0
24935	5	0	1	1	0
24936	5	0	1	1	0
24937	5	0	0	1	1
24938	4	0	1	1	0
24939	5	0	1	1	0
24940	5	0	0	1	0
24941	4	0	0	1	0
24942	4	0	1	1	0
24943	3	0	0	1	0
24944	5	0	0	1	1
24945	4	0	0	1	0
24946	3	0	1	1	0
24947	5	0	0	1	0
24948	5	0	0	1	0
24949	4	0	1	1	0
24950	5	0	0	1	1
24951	5	0	1	1	0
24952	4	0	1	1	0
24953	4	0	1	1	0
24954	4	0	1	1	0
24955	4	0	0	1	0
24956	5	0	0	1	0
24957	5	1	1	1	0
24958	4	0	1	1	0
24959	4	0	0	1	0
24960	5	0	1	1	0
24961	4	0	0	0	0
24962	4	0	1	1	0
24963	5	0	0	1	0
24964	5	0	1	1	0
24965	4	0	0	1	0
24966	5	0	0	1	0
24967	5	0	0	1	1
24968	4	0	1	1	0
24969	4	0	1	1	0
24970	5	0	1	1	0
24971	4	0	1	1	1
24972	4	0	0	1	0
24973	5	0	0	1	0
24974	4	0	1	1	0
24975	5	0	1	1	1
24976	4	0	0	1	0
24977	5	0	0	1	0
24978	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
24979	5	0	1	1	0
24980	5	0	0	1	0
24981	5	0	0	1	0
24982	4	0	1	1	0
24983	4	0	0	1	1
24984	4	0	1	1	0
24985	4	0	0	1	0
24986	4	0	1	1	0
24987	5	0	0	1	0
24988	4	0	0	0	0
24989	4	0	0	1	0
24990	4	0	0	1	0
24991	4	0	1	1	0
24992	4	1	1	1	0
24993	4	0	1	1	0
24994	5	0	0	1	0
24995	5	0	0	1	0
24996	5	0	0	1	0
24997	4	0	1	1	0
24998	4	0	1	1	1
24999	4	0	0	1	0
25000	4	0	0	1	0
25001	5	1	1	1	0
25002	5	0	0	1	0
25003	5	0	1	1	0
25004	5	0	0	1	1
25005	5	0	0	1	0
25006	5	0	1	1	0
25007	5	0	1	1	0
25008	4	0	0	1	1
25009	5	0	1	1	0
25010	5	0	1	1	1
25011	5	0	0	1	0
25012	5	0	1	1	0
25013	5	0	1	1	0
25014	5	0	1	1	0
25015	5	0	0	1	0
25016	5	0	1	1	0
25017	5	0	0	1	0
25018	4	0	1	1	0
25019	5	0	0	1	0
25020	5	0	0	1	0
25021	3	0	1	1	0
25022	5	1	.	1	0
25023	5	0	0	1	0
25024	5	0	0	1	0

RandomID	D1	D2	D3	D4	D5
25025	4	0	1	0	0
25026	4	0	0	1	0
25027	5	0	1	1	0
25028	5	0	0	1	1
25029	4	0	1	1	0
25030	5	0	0	1	1
25031	4	0	1	1	0
25032	5	0	0	1	0
25033	5	0	0	1	0
25034	5	0	1	1	0
25035	5	1	0	1	0
25036	3	0	0	1	0
25037	3	1	0	1	0
25038	5	0	1	1	0
25039	4	0	1	1	0
25040	4	0	0	1	0
25041	5	0	1	1	0
25042	5	0	1	0	0
25043	4	0	1	1	0
25044	5	0	0	1	0
25045	5	0	1	0	1
25046	4	0	0	0	0
25047	5	0	1	1	0
25048	4	0	1	1	0
25049	4	0	1	1	0
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25052	5	0	1	1	0
25053	5	0	0	1	0
25054	5	0	0	1	0
25055	5	0	0	1	0
25056	5	0	1	1	0
25057	5	0	1	1	0
25058	4	0	0	1	0
25059	4	0	0	1	0
25060	4	0	0	1	1
25061	3	0	0	1	0
25062	4	0	1	1	0
25063	5	0	0	1	0
25064	4	0	0	1	1
25065	4	0	1	1	0
25066	4	0	1	1	0
25067	3	0	1	1	0
25068	4	0	1	1	1
25069	5	0	1	1	0
25070	5	0	1	1	1

RandomID	D1	D2	D3	D4	D5
25071	4	0	0	1	0
25072	5	0	0	1	0
25073	3	0	0	1	0
25074	5	0	0	0	0
25075	4	0	0	1	0
25076	5	0	1	1	0
25077	5	0	0	1	0
25078	5	1	1	1	0
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25081	4	0	0	1	0
25082	4	0	0	1	0
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25096	4	0	1	1	0
25097	5	0	1	1	0
25098	4	0	0	1	0
25099	5	0	1	1	0
25100	5	0	0	1	0
25101	3	0	0	1	0
25102	4	0	1	1	0
25103	5	0	0	0	1
25104	5	0	0	1	0
25105	4	0	0	1	0

RandomID	D2a
37	1C4B
151	IC1
174	1C1
181	AT1
187	IC7
206	DK
208	1C4A
246	1C4B
275	WE1
308	IC4B
310	1C6A
311	AH1
350	IC1
376	AD2
383	IC15
390	AC2
392	AT2
414	GE9
443	1C8
464	1C6B
590	1C1B6
598	AT2
609	AH9
628	IC1
710	ER1
714	1C1
727	IC14D
755	A1
801	AH13
870	IC8
909	1C6B
962	IC1
976	1C10
1017	ICC1
1026	AH1
1029	WE1
1129	WE1
1147	AH1
1202	1C1
1212	WE1
1213	DK
1218	AT1
1240	GE10
1244	GE3
1398	AH6
1429	AT1

RandomID	D2a
1442	DK
1475	CP3
1477	IC1
1549	DK
1610	WEI
1633	WE2
1665	IC4B
1736	WE1
1754	AT1
1760	AT2
1761	1C5
1769	IC4
1772	AT2
1822	WE6
1825	AC2
1838	1C4B
1859	IC21D
1868	WE6
1881	IC1
1893	1C4B
1941	1C14E
1947	DK
1953	WE4
1961	ER6
1992	IC1
1997	IC3
2002	AT2
2066	1C14A1
2074	IC8
2196	DK
2235	IC6
2250	AH6
2260	IC8
2303	DK
2305	IC14B
2330	AT1
2353	IC4B
2358	DK
2374	DK
2443	IC16B
2486	GE9
2510	GE1
2513	IC1
2515	AD2
2529	WE1
2548	IC8

RandomID	D2a
2551	DKL
2585	IC1
2618	IC8
2649	AT1
2656	AH2
2691	WE1
2733	IC1
2736	GE9
2741	GE8
2750	WE1
2783	IC1
2793	AH 3
2796	AH2
2800	AT2
2847	WE1
2886	TU2
2902	GE8
2954	GE2
2959	ER4E
2962	A8
2966	1C5
2967	GE9
3020	IC5
3026	WE1
3062	IC5
3064	IC14B
3071	1C4B
3122	WE1
3131	CP3
3145	WE4
3159	A1
3199	1C4B
3227	DK
3228	IC9
3237	ER5A
3244	IC14C
3279	AC3
3281	IC11
3287	IC5
3378	WE1
3393	AT2
3402	ALL ER4
3411	1C1
3468	WE1
3469	AD2
3473	AH13

RandomID	D2a
3477	IC1
3481	ICI
3489	1C10
3535	GE9
3599	1C16D
3694	IC1, IC1
3744	AC2
3756	AT1
3770	IC1
3799	ER3
3841	WE1
3849	CP3
3894	1C1
3897	IC4 B
3958	GE2,
3971	AT1
3976	IC11
3980	IC8
4008	DK
4030	ER4A
4058	1C1
4076	IC1
4084	1C6A
4096	A4-A6
4146	AD1
4158	ICI
4160	AH2
4205	WE1
4232	1C4A
4246	AH!
4326	1C1CS
4372	IC5
4435	AC2
4437	A7
4454	AT1
4457	AD2
4460	ER6
4474	IC1
4494	TU1
4543	IC4
4579	AH2
4593	CP3
4616	DK
4634	IC8, 1C9
4661	IC1
4728	IC4B

RandomID	D2a
4758	1C1
4831	IC1C1
4858	IC8
4946	DK
4953	AH6
4980	AH12
4981	AH3
4983	IC1C7
5070	WE4
5074	GE9
5080	IC1
5103	ICI3
5144	1C1
5166	AH6
5226	DK
5233	AH1
5234	AT2
5242	IC1
5262	DK
5271	IC1
5286	ICI
5289	AH2
5345	IC1-IC16
5385	IC4B
5392	AD2
5394	AT1
5395	GE1
5407	IC16A
5421	WE1B
5425	CP3
5447	WE1
5450	GE9
5483	WE1
5494	IC4B
5544	IC9
5546	AD2
5547	AC3
5558	1C1
5591	IC4B
5605	1C1
5618	IC10
5622	AT1
5632	CP1
5663	1C1
5685	1C1
5691	WE4

RandomID	D2a
5807	IC8A
5839	CP2, CP3
5847	IC4B
5901	IC6
5988	AT2
5996	AC2
6043	GE10
6057	1C1
6077	IC2
6103	DK
6104	WE1
6109	GE8
6115	1C1
6116	IC1
6122	AD1
6148	AD2
6152	DK
6175	AC3
6200	1C4B
6225	IC1
6289	1C5
6309	AT1
6368	AD1
6370	IC1
6380	WE1
6383	IC4B
6385	AH9
6401	AT2
6412	1C1B6
6443	A6
6471	IC4B
6487	1C1
6500	1C16B
6515	IC15
6526	IC7
6554	IC5
6571	AH2
6577	1C1
6602	WE1
6606	AH9
6631	IC4B
6652	1C1
6679	AH9
6705	WE4
6753	A3-A6
6779	AT1

RandomID	D2a
6800	IC1
6809	IC1C
6852	AC3
6855	DK
6863	AT2
6873	IC4B
6880	WE1
6928	IC4B
6960	AH2
7017	AT1
7053	IC11
7073	IC4
7076	IC4A
7092	IC1
7122	AH10
7204	AH9
7229	TU1
7239	WE1
7282	AC2
7334	AC2
7345	AT1
7382	ICA
7417	AD2
7469	IC1
7502	AH3
7506	IC1
7640	1C1
7661	IC15
7681	IC4B
7767	WE2
7773	IC1
7810	IC4B
7841	1C4B
7869	IC16A
7892	IC1
7915	IC16B
7957	ICI6A
7963	D1
8008	1C4B
8052	IC14A
8058	A71
8077	IC12
8115	AT1
8117	ALT9
8139	WE1
8140	AH9

RandomID	D2a
8169	1C4
8179	WE1
8194	IC1
8215	WE1
8291	AT1C
8297	AH10
8326	IC1
8327	1C4B
8340	1C1
8395	AH3
8405	1C11A
8447	GE4
8491	WE1
8511	WE1
8528	1C1
8534	IC1
8536	IC1
8578	ER4B
8579	WE1
8596	WE1B
8604	A71
8610	WE2
8617	WE1
8656	AT1
8685	ER3
8704	D1
8709	IC1
8746	IC4
8759	IC11A
8798	DK
8851	AH2
8866	1C1
8899	WE1B
8916	1C16
8955	IC4B
9068	WE3
9159	IC8A
9209	AC2
9235	IC4
9255	AT1
9334	GE-8
9336	WE1
9348	DK
9423	IC13
9427	GE1-10
9503	AH9

RandomID	D2a
9512	IC4B
9526	AC2
9536	1C1
9551	CP3
9581	ER4E
9587	AT1A
9601	AH10
9607	IC10
9623	IC14
9672	WE2
9683	WE2
9690	A3-B1
9691	GE9
9711	IC1
9774	WE1
9778	IC8
9786	IC4A
9788	IC5
9795	AT1
9812	WEI
9855	1C4A
9864	IC4A
9890	IC5
9910	IC14A1
9966	1C1
9971	1C1B9
9974	IC10
10016	IA3
10059	IC8
10061	IC8
10101	IC1
10102	1C16C
10110	1C14D
10113	AH2
10164	IC1
10171	IC4A
10191	TU1
10221	WE1
10252	IC1B10
10283	1C16B
10339	AH3
10348	IC16C
10377	IC8
10387	IC1
10419	IC5
10456	AD2

RandomID	D2a
10466	WE1
10496	IC1
10501	WE1
10503	ICI4A
10508	CP3
10529	IC7
10549	WE1
10581	IC5
10586	AH1
10596	1C16D
10618	AH6
10623	WE1
10640	AH3
10648	AD2
10664	1C1
10677	GE4
10783	AT2
10810	1C4B
10834	GE9
10840	1C8
10842	AH6
10844	IC1-IC21
10896	1C14
10977	GE2
10978	GE2
10981	AD2
11013	IC1C
11034	GE10
11096	AT2, IC1
11108	IC1
11115	WE2
11117	AC2
11137	CP3
11159	IC4B
11172	IC1B10
11261	AH2
11262	WE1
11282	1C1
11330	AT1
11384	DK
11385	IC10
11395	IC1
11437	ER5A
11457	AH1
11462	IC4A,1C10
11495	IC1

RandomID	D2a
11538	IC1
11599	DK
11600	1C4B
11683	IC1
11684	IC1
11702	IC1
11713	IC10
11717	AT1
11755	AH1
11758	AT1
11792	DK
11799	AD2
11847	AC2
11866	IC1
11894	IC9
11939	WE1
11980	1C16A
11986	ER2
12011	IC1
12051	AT1
12056	A2-1
12073	DK
12078	AD1
12086	IC1
12117	1C1
12129	IC1
12130	IC15A3
12155	1C1B
12169	IC4
12182	AT2
12256	ER6, ER7
12267	DK
12271	D2A
12287	AH3
12291	IC1
12304	AC2
12327	WE1
12337	IC4B
12338	WE1B
12359	DK
12366	AH2
12394	IC5
12396	WE1
12404	IC1
12472	CP3
12497	AH9

RandomID	D2a
12505	WE1
12525	AC2
12530	AH3
12537	IC16D
12602	A3-B1
12671	DK
12685	IC4B
12687	WE1
12693	IC1
12697	1C1
12701	IC1
12706	IC1
12714	IC7
12720	IC14A1
12725	1C4. B
12792	ATC1
12816	IC5
12844	AT1
12861	GE3
12873	GE2A
12925	D3
12935	AC2
12943	GE9
12957	IC1
12977	AD2
13012	AT1
13014	IC1
13039	AT1
13088	WE2
13142	GE2
13144	AT1
13241	1C1-6
13303	WE1
13309	WE1
13320	1C1A
13351	AT2
13403	DK
13492	1C1
13569	WEA1
13570	TU2
13573	AD2
13580	IC1
13641	IC7
13668	1C1
13673	ER4A
13708	AD2

RandomID	D2a
13744	1C1
13765	DK
13823	IC1
13828	AT1
13831	CP3
13834	AT2
13847	A7D
13862	A-2
13931	WE1
13946	AD2
13967	WE1
13968	AC2
13971	AD1
13972	1C1
13978	DK
13995	ICI
14015	AT1
14095	ER5F
14120	TU1
14122	IC1
14141	IC1B3
14171	AT1A
14178	AC3
14203	AH2
14217	IC7
14286	WE1
14298	AT1
14357	DK
14416	1C1
14418	1C4B
14443	WE5
14491	AT1
14509	GE7
14592	1C4B
14593	ER2
14621	IC4B
14656	IC4B
14691	IC8
14840	AT2
14851	IC1C1
14859	IC1
14890	1C8
14929	IC5
14952	CP3
14996	IC5
14998	DK

RandomID	D2a
15067	IC4B
15105	IC1A
15157	1C4B
15177	1C5
15182	GE8
15251	ICI4A
15270	AH 3
15292	IC1
15295	IC4B
15374	IC4
15417	AT1
15489	AH3
15495	AH6
15550	AD2
15617	IC1
15650	WE2
15663	1C16A
15669	1C1
15687	ER7
15721	GE9
15728	ER2
15742	IC8
15752	IC14C
15778	AD1
15779	1C16B
15788	IC4B
15797	DK
15865	IC1
15879	IC1
15970	1C14E
15990	IC14B
16064	AT2
16127	ER1
16134	AC2
16155	ER41
16158	AC2
16166	1C4B
16186	IC8
16210	IC4A
16216	AT2
16218	IC1
16251	A4
16288	1C
16333	IC7
16362	AT1
16436	IC1

RandomID	D2a
16443	IC15A2
16470	WE1
16523	IC1
16525	WE2
16568	ER5A
16583	AT1A
16643	ER4
16665	DK
16739	IC4
16795	WE1
16827	DK
16853	IC10
16878	IC1
16886	GE8
16888	IC5
16901	IC4
16935	WE1
16968	DK
16969	WE2
16979	IC8A
17032	AH2
17052	IC1B1
17054	TU1
17076	AT1B
17101	AH3
17108	1C1B3
17131	IC4B
17200	A7C
17257	IC8A
17260	AT1
17391	IC8 & IC8A
17404	1C1
17465	AT1
17480	GE8
17503	GE8
17532	A3A1
17573	1C1
17623	CP3
17624	1CCB10
17633	IC8
17634	AT4
17640	AD2
17643	WE1
17673	GE9
17681	IC16B
17710	IC4B

RandomID	D2a
17734	WE1
17755	1C1
17772	1C1
17782	1C10
17789	AH3
17807	AT1
17813	IC4A
17827	WE4
17844	1C6A
17846	IC16
17856	IC4
17861	1C1
17869	1C1
17921	WE3
17952	TU1
17986	TU1
17989	1C1C4
17994	GE9
18013	AC2
18091	IC8
18100	AT1
18130	IC1
18153	AC3
18205	AC2
18208	IC1
18220	1C14D
18223	ER4F
18236	AH3
18257	ICB5
18258	AH2
18278	IC1
18284	ER5F
18304	TU1
18327	WE1
18353	DK
18357	CP3
18406	WE1
18438	AC2
18467	IC1
18519	IC1
18536	WE1
18595	WE2
18602	1C4B
18613	AH2
18696	AH3
18702	1C6A

RandomID	D2a
18713	IC1A1
18741	IC1
18760	1C1
18786	IC1
18860	IC4
18873	WE1
18903	CP3
18920	1C16D
18979	1C1
19030	GE6
19104	WEIB
19123	DK
19127	AT2
19244	IC1
19262	AT1
19264	IC4
19270	AT1
19278	IC4A
19293	IC1
19325	WE1
19338	AT2
19343	IC10
19365	AH13
19378	1C1
19421	WE1
19446	DK
19477	IC1-IC16
19504	DK
19516	IC3
19558	WE1
19565	AH2
19573	AD2
19578	WE1
19584	IC1
19614	IC1
19659	WE1
19670	IC1
19678	IC4B
19703	IC1C2
19783	IC4B
19786	IC1
19821	INTRO 2
19840	1C1
19844	AH10
19872	IC1C4
19897	ER7

RandomID	D2a
19898	AT2
19951	AH3A
19955	IC10
20029	IC4B
20031	TU1
20053	WE1A
20081	1C1
20084	1C6A
20104	D1
20110	AT2
20115	AD1
20120	CP3
20150	IC1
20194	DK#
20262	IC6B
20280	IC14A
20301	AC3
20349	WE1
20355	1C4A
20358	IC4
20366	AT1
20368	IC4A
20439	1C8
20475	IC7
20480	IC1
20522	1C1
20536	AH6
20546	DK
20553	IC4B
20556	AT1
20591	WE1
20614	AH1
20692	1C10
20704	1C1C1
20787	IC14A
20788	IC14E
20822	A8
20881	IC160
20885	AC2
20915	AD2
20956	1C1
20989	IC1
21059	IC14D
21063	IC8
21084	AH1
21107	IC15

RandomID	D2a
21141	AD2
21145	GE2, AT1
21174	IC3
21284	IC14D
21292	IC4B
21326	GE10
21329	GE8 & 9
21348	AT!
21401	WEI
21409	AH9
21430	IC16A
21451	IC15[
21467	IC1
21485	TU1
21490	DK
21499	1C1
21560	1C6A
21603	AD2
21607	AD2
21644	WE1A
21651	IC4
21675	IC1
21777	AH9
21871	IC4
21882	IC4B
21908	AH6
21931	DK
21932	A3 B1
21951	IC1
21985	AT1
22053	CP3
22055	IC1
22124	1C4B
22133	ICB8
22301	IC4
22307	AH2
22320	WE1
22346	AD2
22369	AD2
22398	WE6
22429	AC3
22430	IC1
22435	GE8
22466	D1
22478	IC8
22495	IC4

RandomID	D2a
22515	IC11
22538	1C12
22540	IC6A
22553	ATI
22570	IC4A
22579	IC1
22611	AH3
22631	CP3
22663	AD2
22668	DK
22680	1C1
22684	1C8
22696	IC1
22738	1C1
22739	IC5
22752	WE1
22925	ERIA
22946	1C1
22965	IC16D
23116	WE1
23144	1C9
23184	AC2
23186	AT1
23232	IC4B
23261	IC1C2
23265	IC4
23273	AH3
23315	1C1
23337	WE1
23349	IC1
23371	AT2
23414	AH3
23430	ICI
23464	AT2
23492	ICLB1
23512	1C6A
23523	IC1
23569	D1
23596	DK
23598	AT2
23635	AT1
23647	IC5
23652	DK
23660	IC11
23677	A3
23690	IC8

RandomID	D2a
23703	IC1
23725	1C1
23740	AT1C
23761	AT2
23778	IC16B
23796	AH1
23804	AT1
23811	A3 B1
23871	IC4
23875	AH6
23936	1C1
23973	IC1B
24011	1C1
24104	AH1
24115	IC8A
24128	IC16A
24134	WE2
24150	GE-8
24155	DK
24168	AC2
24210	AH2
24261	AH3
24267	IC6
24279	WE1
24317	ER5F
24332	ER5A
24351	IC1
24367	IC7
24405	WE4
24428	ER4A
24430	TU1A
24436	WE1
24442	AT2
24462	AT2
24538	WE4
24551	TU1
24553	AH14
24573	ER4A
24581	IC1
24606	IC4B
24657	GE10A & B
24660	IC1
24787	CP2, CP3
24893	IC4B
24898	DK
24909	AD2

RandomID	D2a
24933	AC2
25001	AD2
25035	AC2
25037	1C1
25078	DK

RandomID	D2b
174	WE1-WE6
598	IC1
1017	IC163B
1240	AT2
1475	WE2
1941	IC1
1953	IC1
2303	GE 2
2736	AH3
3122	AD2
3145	IC1
3199	WE1
3228	IC10
3275	WE1
3849	AC3
4246	AH10
4352	1C5
5392	AT1B
6148	IC1
6289	1C4B
6368	ICB7
6401	CP3
6554	AH11
6571	GE9
6631	GE1
7076	IC8A
7282	AD2
7469	AC2
7741	AT2
8008	AC3
8115	AH6
8215	AT2
8395	AH6
8491	AH9
8559	IC4B
8579	GE9
8759	IC5
9526	GE9
9536	AC2
9683	WE5
9795	IC5
10339	WE1
10419	IC8
10466	WE1A
10508	1C1
10549	1C8

RandomID	D2b
10640	IC14C
10783	GE4,8,10
10978	AT1
11792	AH3
12051	AH9
12056	WE2
12155	1C14
12287	IC4A
12327	AD2
12366	AH4
12833	1C7A
13088	TU1
13570	IC6B
13828	AT1
13967	1C1
14286	IC3
14418	1C5-6
14443	AT1
14509	AD2
14840	IC16
15067	IC16A
15182	GE9
15384	AH4
15489	AH3
15788	IC16C
16127	WE3
16158	1C8A
16186	IC8A
16886	1C4B
17433	WE2
17503	AT2
17789	AT1
17856	CP1
18153	1C1B6
18284	1C6A
18304	TU2
18357	IC14
18406	AC1
18438	1C4B
18536	AH3
18613	AT1B
18903	GE9
19516	GE3
19897	AD2
19955	IC8
20115	AD1A

RandomID	D2b
20788	IC16B
21275	GE2
21348	IC1
21401	AT1
21557	IC6B
21675	IC1B
22495	IC8
22540	IC6B
23261	IC1C9
23265	IC4B
23315	AH3
23635	WE1
24351	AT1
24405	GE9
24428	AH13
24462	IC4B
24551	AH1

RandomID	D2c
1017	IC163C
1240	IC1
2736	ICIB1
3275	TU1
3849	AH2
3958	WE2
6631	IC1B9
7282	IC8
8579	GE10
9795	IC143
10339	AH6
10419	IC10
10466	WE1B
10640	IC15
11792	DK
12366	AH10
14286	WE4
15182	AT2
15384	AH14
18304	AT2
19446	GE4
23265	IC10
24405	AH3A
24551	AH2

RandomID	D2d
2736	ICIB3
3275	1C1B1
8579	AT1
10339	GE9
11792	1C15A2
12366	IC81
18304	AT1
24551	AH3

RandomID	D2e
8579	IC1

D3A
COMMUNICATIONS OVERLAPS ON RADIO
YOU CAN'T HIRE MINIMUIM WAGE PEOPLE TO DO A HIGH SECURITY JOB AND EXPECT SECURE AND SAFE OPERATIONS.EX: THE PEOPLE WHO BRING THE FOOD ON AND OFF OF THE PLANE DO NOT GO THROUGH SECURITY UNLESS THEY GO THROUGH THE TERMINAL
ATC WORKLOAD +MANNING MORE THAN 1 FREQUENCY AT A TIME. AIRPORT SIGNAGE STANDARDIZATION NATIONALLY + INTERNATIONALY
SECURITY ISSUES
ASK ABOUT GROUND COMMUNICATIONS
THE VOLUME OF TRAFFIC GOING INTO SOME AIRPORTS(VERY CONGESTION) IE AIRPORT X, AIRPORT X, AIRPORT X
GROUND CONTROL IS SO CONGESTED THERE IS NO READ BACK FOR CLEARANCE
PILOTS FATIGUE
ASK MORE QUESTIONS ABOUT CONGESTIONS, RADIO FREQUENCY PROBLEMS; PROBLEMS WITH ATC
FREQUENCY CONGESTION; [AIRPORT X] WEST COAST - [AIRPORT X]
SECURITY ISSUES, SHARING OF INFORMATION OF PASSENAGERS
APPEARANCE FACILITIES OUT OF SERVICE. NAVIGATIONAL AIDS,WEATHER REPORTING.NEED BETTER COMUNICATIONESPECIALLY FOR THE RUNWAYS
R J SPEED CONFLICTS
CREW REST ISSUES
I THINK THEY COULD HAVE BETTER SECURITY--SOME OF THE THINGS THEY DO DON'T MAKE SENSE. THEY NEED TO FIND OUT WHAT'S IN THE PACKAGES WE CARRY
FREQUENCY CONGESTION IN THE NORTHEAST
CAPTAIN THOUGHT HE SAW THE CHALK 10 SIGNAL AND STARTED ROLLING FORWARD HOWEVER, NO ONE NOTICED IT, NO QUESTIONS COVER THIS
HOW MANY TIMES IN THE LAST 60 DAYS DID YOU HAVE A CHANGE IN RUNWAYS ASSIGNMENT ON THE APPROACH TO LANDING?
TRAFFIC CONGESTION IN THE AIR ESPECIALLY TERMINAL AREA
EXPAND QUESTIONS ABOUT COMMUNICATIONS (I.E. BLACK AREAS OR NO CONTACT WITH ATC FOR 2 HOURS OR MORE)
CONTROLLERS ON MULTIPLE FREQUENCIES, CENTER CONTROLLERS ARE BEING OVERWHELMED
LONG FLIGHTS, NEED REST PERIODS SO YOU CAN GET OUT OF SEATS. ASK IF ANYONE GETS OUT OF THEIR SEATS, HOW MANY TIMES DID YOU START OUT TIRED BECAUSE OF NOISE AT THE HOTELS, FLYING TIRED
TRAFFIC ADVISORY IS A PROBLEM OPUTSIDE THE UNITED STATES- REALLY SCARY
COMMUNICATIONS PROBLEMS WITH CLEARENCE BEING DELIVERED AT SUCH A HIGH SPEED IT IS SOMETIMES HARD TO UNDERSTAND AND THEY DO NOT WANT TO REPEAT THEM AND THEN THERE IS THE PROBLEM OF SLAM DUNK WHERE THEY KEEP YOU HIGH AND DECEND YOU RAPIDELY AND THIS CAUSES
DUTY TIME AND CREW REST FOR CARGO PILOTS
VECTORING FOR SPACING
DECONFLICT TRAFFIC GOING IN AND OUT OF AIRPORTS. THE NEW LITTLE JETS ARE UP THEIR WITH THE BIGGER JETS. MAINTAIN SLOWER JETS AT LOWER ALTTITUDES.
ANNAMOSITY BETWEEN OVERWORKED AND OVERTAXED CONTROLLERS AND PILOTS IN TERMINAL AREAS OR HIGH WEATHER CONDITIONS
POSSIBILITY OF COLLISION WITH GROUND VEHICLE ON THE RAMP AREA OR TAXI WAY
CONTROLLERS NOT RESPECTING WAKE TURBULENCE FROM OTHER AIRCRAFT ON DEPARTURE VISUAL APPROACHES INTO AIRPORT X
LAND + HOLD SHORT AND PARALLEL (PRMS) NEED ATTENTION+PRACTICE RVMS ALSO
ATC CAPACITY INADEQUATE TO HANDLE AIR TRAFFIC LOAD

D3A
RADIO FREQUENCY CONGESTION CONTINUALLY INCREASING
CHECKLISTS ARE BEING MUCH MORE DEMANDING AND CONCENTRATION EFFORTS TAKING AWAY FROM OPERATIONAL SAFETY
UNABLE TO READ BACK GROUND TAXI INSTRUCTIONS, DUE TO FREQUENCY CONGESTION- GIVEN NON STANDARD OR A.T.C TAXI CLEARANCE IE FOLLOW THE OTHER AIRCRAFT
LAND AND HOLD SHORT CLEARANCES AND FREQUENCY CONGESTION AT BUSY AIRPORTS;IF YOU MISS A CALL YOU CAN'T GET BACK TO VERIFY FOR 3 MINUTES WHICH IS SEVERAL MILES DOWN THE ROAD, APPROACH CONTROL TRYING TO PUT YOU INTO AIRSPACE BY CUTTING YOU SHORT AND HOLDING
HOW MANY TIMES HAVE YOU BEEN RE-CLEARED BECAUSE OF GATE CHANGE? MORE ACCURATE SURVEY
COMPACTED ARRIVALS AND DEPARTURES
THERE ARE TOO MANY PEOPLE ON THE FREQUENCY AND THEY ARE CAUSING A SAFETY PROBLEM. THEY ARE JUGGLING TOO MANY MACHINES AT A TIME. AIRPORT X DO A GREAT JOB, THEY ARE VERY PROFESSIONAL BUT THEY KEEP IT TIGHT.
RVS AM SEPARATIONS HAVE A POTENTIAL TO CAUSE A LOT OF PROBLEMS;THE RVSM ALTITUDES OF THE 1000 SEPARATIONS ARE GOING TO CAUSE AIRCRAFT GENERATED TURBULENCE TO OTHERS WITH POTENTIAL OF MID-AIR COLLISIONS AS A RESULT
WAKE TURBULANCE
FREQUENCY CONGESTION ON THE RADIO WHEN YOU'RE ON THE GROUND CAN BE VERY MISLEADING
FLYING AT NIGHTTIME AT OPPOSITE HOURS AND CHANGING YOUR CICADIAN RHYTHMS;FLIPFLOPPING
MORE EMPHASIS ON COMMUNICATIONS CONGESTION
SECURITY -- IT WOULD BE EASIER TO GET A HOLD OF A CARGO PLANE THAN A PASSENGER PLANE.
CHECK OUT OF PASSENGERS, ADDITION OF VIDEO CAMERA, WHAT ALTERNATIVES TO GUNS FOR COCKPIT SECURITY, MONITORING ISSUES
TAKING AIRPLANS THAT ARE NOT 100 PERCENT
YOU COULD PROBABLY ASK SOME THINGS ABOUT THE LANE AND HOLD SHORT OPERATIONS.
DE-ICING PROCEDURES ARE POORLY HANDLED. THEY SHOULD BE DONE AT THE BEGINNING OF THE RUNWAY INSTEAD OF AT THE END OF THE RUNWAY. A BETTER WAY OF DISSEMINATING INFORMATION ABOUT THE WEATHER SHOULD BE DONE.
TA'S AND RA'S WITH ATC REGARDDING OUR TCAS EQUIPMENT. DON'T ALWAYS KNOW HOW WE COORDINATE ORDER WITH ORIGINAL CLEARANCE. CONCERN OF HARMONY TWEEN GA PILOTS +AIRLINE PILOTS.
TRAFFIC CLUTTER
QUENCIES,
TO MANY AIRPLANES SEEKING ACCESS TO TO FEW RUNWAYS,TRAFFIC CONGESTION
WAKE TURBULENCE
HAVE YOU EVER HAD AN AUTOPILOT NOT LEVELED OFF AT A SELECTED ALTITUDE (EQUIPMENT) AUTOMATED FLIGHT CONTROL
CROWDED AIRPORTS NOT ENOUGH RUN WAYS
PROBLEMS
FOREIGN CARRIERS ENGLISH LANGUAGE PROBLEM
SIMILIAR CALL SIGNS CAUSES CONFUSION IN THE COCKPIT
FOREIGN CONTROLLERS USING CONFUSING TERMINOLOGY RE CLEARANCES (R SZ HAPPENED ONLY ONCE)
FLIGHT CREW FATIQUE
OVERCROWDED SKIES, CREW FATIGUE
MUST DEAL MORE EFECTIVELY WITH SECURITY ISSUES; GETTING LAXED AT CHECK POINTS
FURTHER INVESTIGATION AND IN DEPT QUESTIONS OF TAXING AND GROUND CONFLICTS.

D3A
THE INTERPRETATION OF CERTAIN PHRASEOLOGY IN LOCATION X IS DIFFERENT COMPARED TO OUR CONTROLLER AND THEY'RE NOT AS HELPFUL OR AS ATTUNED TO US AS IN THE US
SPACING BETWEEN ARRIVING AND GOINGON THE RUNWAYSG
SECURITY
COCKPIT WORKLOAD AFTER LANDING IS A VULNERABLE TIME, ESP IN TWO MEMBER CREWS; ATC LANGUAGE PROBLEMS IN [LOCATION X]
CONTROLLERS BECOMING MORE AGRESSIVE- IN MAKING PILOTS TAKE UNSAFE CLEARANCES
AIRSPACE CONGESTION
APROACH SPEEDS ARE SLOWER THAN OUR AIRPLANES CAN FLY IF COMMBINED W- WEATHER CONDITIONS IT CAN CAUSE A LOT OF PROBLEMS. I DID NOT HEAR ANY QUESTIONS ABOUT CONGESTION AT AIRPORTS OR SOLUTIONS.
SOME A T C SHIFT CHANGES DURING HEAVY PERIODS OF TRAFFIC
FLAP RETRACTION HAPPENS AT THE SAME TIME THAT ATC HANDS OFF TO DEPARTURE, SO HIGH WORKLOAD, ALL AIRPLANES SHOULD HAVE T-CAS SYSTEM NOW
I THINK ATC-GROUND CONTROL AND TOWER NEED TO BE VERY CLEAR ABOUT ISSUING INSTRUCTIONS. I SHOULD NOT HAVE TO ASK THEM A SECOND TIME. ONCE SHOULD BE ENOUGH. THEY SPEAK TOO RAPIDLY .
FREQUENCY CONGESTION
TRAFFIC AND ATC CONGESTION ARE BIG PROBLEMS
AIR TRAFFIC CONTROLLER WORKING 2 FREQUENCIES, YOU CAN'T HEAR HIM BECAUSE HE IS WORKING 2 FREQUENCIES.
VE INSTALLED ON DOORS MAYBE SHOULDN'T BE FASTENED WHILE LANDING SO THAT THE CREW CAN GET OUT IN EVENT OF A CRISIS
MORE QUESTIONS ABOUT SEPERATION LIMITS BETWEEN VERY HEAVY AND HIGH VOLUME AIRCRAFT
PILOT FATIGUE
#1 PROBLEM IN AVIATION INDUSTRIES IS THAT ECONOMICS ARE MORE IMPORTANT THAT SAFETY. AIR CARRIERS WILL RUN A PILOT INTO THE GROUND.
NEED QUESTIONS ABOUT FATIGUE
TRAFFIC DENSITY
TAXING PROCEDURES AT CERTAIN AIRPORTS ON CONGESTED RAMPS WITHOUT GUIDENCE OR PAINTED LINES
CONGESTION IN AIRPORTS. DIFFICULT TO MAINTAIN VISUAL,ESPECIALLY WHEN IN NON-ENGLISH SPEAKING
CONGESTION ISSUES AMONG PILOTS AND ATC AND COMMUNICATION DELAYS
ABATEMENT PROCEDURE, COMPLETE SAFETY LANDINGS IN TAILWINDS, CONGESTED RUNWAYS, DUTY REGULATIONS ARE TOO LONG, VERY LONG FLIGHTS
CREWMEMBER INTERACTION MAY NOT BE A BIG PROBLEM, BUT COULD LEAVE MUCH TO BE DESIRED IF UNDER STRESS OR STRAIN, EITHER FROM FRUSTRATION WITH ATC, AIRPORT SECURITY, ETC.
RA SOLUTIONS
ATC CLUTER
PROBLEMS WITH FOREIGN ATC TRANSITIONING TO AMERICAN ATC; LACK OF QUALITY UHF AT MILITARY INSTALLATIONS NOT ALWAYS COMPATIBLE WITH CIVILIAN EQUIPMENT; JEPPESON PLATES DO NOT ALWAYS AGREE WITH GOVERNMENT PLATES& THEY ARE NOT ALWAYS CORRECTED
DUE TO THE ENHANCED ACCURACY OFF NAVIGATIONS SYSTEMS POTENTIAL CONFLICTS EXIST WITH OPPOSING DIRECTION TRAFFIC AIRCRAFT ABOVE A PREDETERMINED ALTITUDE SHOULD FLY OFFSETS TO MINIMIZE THE POTENTIAL CONFLICT.
GROUND RADIO C CONGESTION AT MAJOR AIRPORTS
UPGRADE GROUND EQUIPMENT =AIRPORT X =AIRPORT X =LOCATION X
FREQUENT IFR CHANGES PRIOR TO TAKEOFFS
FREQUENCY CHANGES SOMETIMES ARE NOT NECESSARY

D3A
R WORKS FOR [AIR CARRIER X] - NEED TO HAVE REQUIREMENT FOR T-CAS IN LIGHT OF [EVENT X] NEED PROPER SCREENING OF PACKAGES FOR TERRORIST RELATED STUFF.
LAND AND HOLD SHORT
CREW REST
LAST MINUTE CHANGES ON ATC CLEARANCES ARE CONFUSING ESPECIALLY IN EUROPE
ASK THE QUESTION RATHER OR NOT THE AIRCRAFT IS T CAS EQIPMENT
RUNWAY SEPARATION ISSUES AT PLACES LIKE [AIRPORT X]
SHOULD EXPAND QUESTIONS ABOUT CONGESTION
HOW AMSNY TIMES DID THE AIRCREW HAVE TO INITIATE A T-CAS ADVISORY WHEN THE SEPARATION IS LEGAL SEEMS NOT TO BE ADDRESSED.
SAFETY OF FLIGHT CONCERNING USE OF AUTOPILOT AND-OR AUTOMATION AND VS. HAND FLYING
INAPPROPRIATE APPROACH PROCEDURE CONTINUALLY - SUBSTANTIALLY BETTER INFO IS AVAILABLE BUT NOT USED- AT PROCEDURES STANDARDS ARE NOT BEING MET
TIME PERIOD SHOULD GO BACK AT LEAST ONE YEAR
SCHEDULING AND FATIGUE
COMPRESSION OF FLOW AT MAJOR HUBS
SECURITY RELATED INCIDENTS
ASK MORE QUSTIONS ABOUT THE ATC COMMUNICATIONS
AIR TRAFFIC CONGESTION AND PSYCHOLOGICAL ASPECT OF AVIATION COMMUNITY TODAY IE TERRORISM & BANKRUPTCY
MANY MANY TIMES YOU CAN NOT GET THROUGH TO ATC BECAUSE OF THE FREQUENCY CONGESTION AND GROUND CONGESTION TO FIND OUT ABOUT WEATHER OR OTHER CONDITIONS. WHEN YOU ARE ABLE TO GET THROUGH THEY CUT YOU OFF TO GO TO ANOTHER AIRCRAFT BEFORE CONFIRMING.
CONSIDER CREW DUTY LIMITATIONS; LIMIT WORK TIME; PASSING THROUGH TIME ZONES;
ORAL WARNINGS IN THE COCKPIT, T-CAS, GPX WARNINGS CAN BE SO LOUD THAT ATC TRANSMISSIONS CANNOT BE HEARD. CLEARANCE FOR TAKEOFF PRIOR TO THE AIRCRAFT IN FRONT HAVUNG CLEARED THE RUNWAY. OVERLOADED APPROACH CONTROLLERS MAKING MISTAKES DUE TO RAPID-FIRE SPE
QUESTIONS RELATED TO FATIGUE
SECURITY ISSUES
NEW CLOSER PARALLEL RUNWAY APPROACHS
YOU ONLY COVER EXTREME SITUATIONS-- A LOT HAPPENS IN BETWEEN. YOU TALKED ONLY ABOUT SEVERE TURBULENCE BUT MODERATE CHOP CAN CAUSE PROBLEMS TOO. GIVE LESSER DEGREE OF THING INSTEAD OF THE MOST SEVERE CONDITIONS
AIRCRAFT SEPARATION DURING TERMINAL PHASE OF FLIGHT
I SOMETIMES HAVE PROBLEMS WITH ATIS. ACCURACY WOULD BE AT THE TOP; THEY SOMETIMES PAINT A HORRIBLE PICTURE AND YOU GET THERE AND IT'S FINE. THE TIMELINESS OF IT EVEN IN THE HOURLY SEQUENCE IS
HUMAN FACTOR IN TRAINING AND OPERATION
RUNWAY ENVIROMENT
PILOT VIEW OF OVERCROWDING IN THE SKIES. AND THE VIEW OF IT FROM THE COCKPIT. PLACES ALOT OF PRESSURE AS CREWMMEMBERS
RUNWAY MARKINGS AS FAR AS CONFUSING SIGNS AND INSTRUCTIONS--BOTH FROM ATC PEOPLE AND THE MARKINGS THEMSELVES, SIMILAR CALL SIGNS (DIFFERENT AIRLINES WITH SAME #) CAN BE CONFUSING, TOWER CONTROLLERS SOMETIMES TALK TOO FAST
AIRPORT SECURITY IS BAD, HAD SOMEONE BOARD A PLANE WITH BUTCHER KNIVES BUT HAVE SEEN NAIL CLIPPERS CONFISCATED; PILOTS SHOULD BE ARMED
TRAFFIC DELAYS

D3A
FINAL APPROACH FIXES TOO CLOSE TO AIRPORT THAT DOESN'T ALLOW YOU TO STABILIZE AN APPROACH. IF FIXES WERE MADE FARTHER OUT, MORE THAN 5 MILES
COMMUNICATION BETWEEN ATC AND PILOTS DUE TO RADIO CONGESTION
FLIGHT DUTY TIME REGULATIONS. OPERATIONS ON THE BACK SIDE OF THE CLOCK (DAY NIGHT TRANSTION). CREW SAFETY.
SECURITY OF AIRPORT OPERATIONS, IS AIRLINE SECURITY SUFFICIENT, ARE AIRLINE PERSONNEL BEING CHALLENGED OR ASKED TO WEAR ID, FOCUS SHOULD BE DIRECTED TO PASSENGER ELECTRONIC SCREENING, VIOLATION OF RIGHTS OF PASSENGER FOR SECURITY PURPOSES, ARMING OF PILO
WHEN CLEARENCE ARE GIVEN TO PILOT THEY SHOULD BE GIVEN IN A SLOWER MANNER-NOT HIGH SPEED AS MANY PILOTS DON'T KNOW THE AREA AND IT CAN CAUSE CONFUSION
NOISE ABATEMENT REGARDING RUSHED LANDINGS & TAKE-OFFS - I THINK IT IS IMPORTANT TO BE QUIETER (ESP.[AIRPORT X])
HF FREQUENCY VERY CONGESTED OVER LOCATION X; ATC CHANGES WITHIN 15 MILES; LANGUAGE BARRIERS - ALL ARE A PROBLEM
TRYING TO GET THROUGH TO AIR TRAFFIC
THERE IS A PROBLEM WITH RACIAL PROFILING.
LACK OF COORDINATION BTWN A.T.C IN ROUTE CONTROLL AND APPROACH CONTROLL
COCKPIT DOORS NEED TO BE REINFORCED
WAKE TURBULENCE SEPARATION
COCKPIT RESOURCE MANAGEMENT - COMMUNICATIONS, GETTING ALONG WITH CREW MEMBERS, JUMP SEAT INTERFERENCE, TALKING DURING CRITICAL MOMENTS
MORE ATTENTION TO WINDSHEAR AND LOW TIME PILOTS ON COMPUTER CONTROLLED AIRCRAFT
NEED TO TALK ABOUT SECURITY MATTERS.
PILOT FATIGUE AND DUTY TIME RELATED ISSUES INCLUDING PLACES THEY FLY
WEATHER DEVIATIONS W-ATC SHOULD HV HIGHER PRIORITY
CONTROLLERS GIVING TOO MANY INSTRUCTIONS AT ONE TIME
ATC TOO RUSHED; TOO MANY PLANES IN LITTLE AIRSPACE; ATC OVERWHELMED
YOU SHOULD INCLUDE QUESTIONS ABOUT FLYING AIRCRAFT WITH MULTIPLE MAINTENANCE CARRY OVER ITEMS ON MAJOR AIRCRAFT SYSTEMS
HAS TAXIWAY SIGNAGE DUE TO POORLY CONSTRUCTED OR ONGOING CONSTRUCTION CONTRIBUTED TO CONFUSION OR HIGH SPEED EXITING OFF THE RUNWAY; THEY TAKE DOWN SIGNS-THE USE OF BLACK PAINT TO COVER AN OLD STRIPE-AT NIGHT LOOKS LIKE 2 STRIPES; SHIFTING AROUND OF AIRCR
CONGESTION ON APPROACH, TRY TO FIT WAY TOO MANY AIRCRAFT IN SUCH A SMALL LANDING SPOT
COMMUNICATIONS BETWEEN GROUND AND AIR PILOT, RUNWAY INCURSIONS, CONTROLLER COMMUNICATION ERRORS, NO LANGUAGE STANARDIZATIONS
CREW DUTY TIME FOR CARGO PILOTS FLYING INTERNATIONALLY, CURRENT REGULATIONS FOR DUTY TIMES ARE DANGEROUS
DURING BAD WEATHER EVENTS AT DESTINATION AND DEPARTURE AIRPORTS IT WOULD BE HELPFUL IF ATC RESPONDED QUICKER TO HEADING CHANGE REQUEST FOR WEATHER DEVIATIONS
FOLLOW TCAS ALERT TO AVOID COLLISION WITH ANOTHER AIRCRAFT, ALSO HOW UNDERSTANDABLE IS A VERBAL
CREW REST
FATIGUE
CREW REST ESP FOR INTERNATIONAL + SUPPLEMENTAL OPERATIONS. MAINTENANCE ISSUES =HOW COMPFORTABLE PILOTS ARE WITHE THEIR COMPANIES MAINTENANCE REQUIREMENTS. TRAINING BY COMPANIES GOING INT SPECIAL AIRPORTS+INTERNATIONAL
FATGUE

D3A
RECOMENDATION: TO ASK WHETHER OR LLLNOT TO TRAVEL ON THE RIGHT SIDE OF THE TRACK DUE TO NAVAGATION ACCURRACY.
TRAINING COULD BE MORE INDEPENDENT,(CLASSROOM INSTRUCTION, WALK THROUGH'S, RATHER THAN MANUALS & INFO ON BULLETINS, ACTIVE LISTENING NEEDS IMPROVEMENT!
SECURITY WITH CHECKED BAGGAGE
NIGHT FLYING AND CIRCADIAN RITHYM
AIRPORT MARKING SIGNS
VARIATIONS WITHI FLEETS THAT LEAD TO PILOT-INDUCED ERRORS
BAD TAXIWAY MARKING OR LIGHTING AT AIRPORT X
FEELS COVERAGE BY ATC AT NIGHT ESPECIALLY AT BUSY AIRPORTS- PHILLY- INADEQUATE TO COVER TRAFFIC LOAD, THUS POSING A SAFETY HAZARD
RUNWAY MARKINGS VERY POOR, RADAR APPROACH CONTROL & FLIGHT SERVICE STATIONS IMPROVEMENTS
MANY TIMES A.T.C HAVE NOT CORRECTED CLEARANCE CHANGES & WHEN INFO IS READ BACK, THEY DON'T CORRECT YOU.
YOUNG GUYS ARE INTO THE FMS SO MUCH THEY NEED TO DO SOME TRAINING TO GET THESE GUYS NOT TO DEPEND ON FMS SO MUCH. IF THEY CAN'T GET INFO INTO THE FMS THEY DON'T KNOW WHAT TO DO.
FREQUENCY CONGESTION. FOREIGN CARRIERS COMING TO US, ATC IS TALKING A LOT TO THEM AND OTHER PILOTS CAN'T GET WORD IN EDGEWISE. NOT ATC FAULT SAYS RADARS MUST BE UPDATED ALSO SAID PILOTS ARE WORKING TOO MANY HOURS.
LOAD OF ATC ON RADIO AND AMOUNT OF CRAFT FLYING--
CREWMEMBER FATIGUE
WORK RULE RELATED PROBLEMS DUTY DAY LENGTH AND DUTY CYCLES FOR NIGHT FLYING
CONGESTION & CLOGGED UP FREQUENCY, UHF & VHF SHOULD BE UNIFORM (HEARING TWO SETS OF VOICES)
WOULD LIKE TO SEE THE REQUIREMENT THAT WE CAN NNO LONGER FLY PAST AGE 60 SHOULD BE CHANGED.
ATC COMMUNICATION-FREQUENCY RESPONES AREN'T IN A TIMELY MANNER, MISS ALOT OF INITIAL CONTACTS.
CREW DUTY HOURS AND FATIGUE ASSOCIATED WITH DUTY TIME
BETTER SIGNAGE--WOULD LIKE TO HAVE TECHNOLOGY CHANEG ABOVE 290 SEPARATE BY 1000 FEET INSTEAD OF 2000 FEET
ATC COMMUNICATIONS--TOWER AND GROUND COMMUNICATIONS AT THE LARGER AIRPORTS.
FATIGUE ISSUES, AND BACKSIDE OF THE CLOCK FLYING, SCHEDULING IS GETTING WORSE
EXPERIENCE WORKING IN THE [LOCATION X], PUSHING BY THE CONTROLLERS
AIRLINE SECURITY FOR US CREW MEMBERS--IT'S ABSOLUTELY THE MOST RIDICULOUS POSSIBLE; WE ARE THE TERRORISTS AS FAR AS THEY ARE CONCERNED
TURBULANCE AT HIGH ALTITUDE
CONFUSION ON TAXIWAY MARKING, SHOULD BE MORE STANDARDIZED
[AIRPORT X] VERY DANGEROUS-TOO CONGESTED
ATC COMMUNICATIONS WIHT LOTS OF AIRCRAFT IN THE TERMINAL AREA...THERE'S AROBLEM. DIDN'T ASK ABOUT PILOT OR HUMAN REACTIONS SUCH AS VISUAL ILLUSIONS, SPATIAL DIS-OREINTATION HOW PILOTS PERCEIVE THINGS.S
AS MORE ELECTRONIC TECHNOLOGY BECOMES AVAILABLE, IT WILL BE NECESSARY TO CREATE STANDARDIZED PROCEDURES TO USE THEM
VOICE TRANSMISSIONS BEING BLOCKED ALOT.
INTERACTION AMONG CREWMEMBERS- HOW MANY TIMES HAVE YOU BEEN ON A FLIGHT WITH A CAPT. OR 1ST OFFICER THAT YOU COULDN'T COMMUNICATE WITH
WEATHER REPORTS IN ROUTE BETWEEN US AND INTERNATL. AIRPORTS IN INADEQUATE
SHOULD ELONGATE THE RECALL TIME

D3A
PILOT HAVE PROBLEM WITH SLEEP PATTERNS
A T C IS ILL EQUIPPED TO HANDLE AIRPORT CONGESTION AT HIGH CAPACITY AIRPORTS AND THIS IS AT AN UNSAFE LEVEL
AT UNCONTROLLED AIRPORTS, BASIC TRAFFIC PATTERNS AND PROCEDURES ARE A BIG PROBLEM. WE CALL IT A "CLUSTER F . . ."
R SAID THERE MANY TIMES THAT ONE CONTROLLERIS WORKING 2 RUNWAYS
NEW DOOR LOCKS- 7 IN [AIRCRAFT TYPE X] - 1 PILOT HAS TO UNBUCKLE, TAKE OFF EARPIECE, GET OUT OF SEAT- INTERUPTS COMMUNICATIONS EVERY TIME. IN THIS TRANSITION PERIOD, CAN MISS CHECK LISTS, ATC
PROBLEMS WITH ATC GIVING AIRSPEED CHANGES ASSIGNED WHICH ARE BEYOND THE LEGAL LEVELS IN INSTRUMENT CONDITIONS, PROBLEM WITH REROUTES EN ROUTE
DEPARTURE PROCEDURES AT [AIRPORT X] TO COMPLICATED
ON THE GROUND-MULTIPLE RUNWAY INCURSIONS--WRONG TURNS ON TAXIWAYS;INSTRUCTIONS ARE WAY TOO LONG AND COMPLICATED IN A VERY SHORT PERIOD OF TIME;THIS IS VERY DANGEROUS-SHOULD LIMIT TO ONLY 2 INCURSIONS
QUALITY OF ATC TRANSMISSIONS-AUDIBILITY- BACKGROUND NOISE, TONE, ETC.
COCKPIT ACCESS
THE NOTAMS SYSTEM IS VERY CONFUSING, NEEDS TO BE CHANGED- CALL SIGNS ARE OUT OF WACK
PILOT FATIGUE; UNABLE TOP COMMINUCATE WITH ATC IN TERMINAL AREA
A LOT OF AIRPORTS COMBINE GROUND CONTROL FREQUENCIES AND TOWER CONTROL FREQUENCIES AND THAT CAN BE EXTREMELY CONFUSING-IT'S HARD TO COMMUNICATE WITH EITHER IN THAT SITUATION
RBSM SITUATION, ITS IMPLEMENTATION
GROUND PROXIMITY WARNING
LOCATION X SYSTEM AIR TRAFFIC CONTROL SYSTEM SHOULD BE ASKED ABOUT. IT IS A NEW SYSTEM THAT NEEDS MORE PREPARATION BEFORE WE SHOULD HAVE BEEN USING IT.
DID WE ENCOUNTER ANY AIRCRAFT THAT WERE BEYOND 500 FEET BUT CONSIDERED OPERATIONALLY A THREAT BUT NOT REPORTED BY ATC; YOU CAN HEAR THEM TALKING BUT THEY'RE NOT TELLING YOU ANYTHING; RADAR CAPABILITIES AREN'T GOOD ENOUGH FOR MOUNTAINOUS AREA; GLIDER TRAFF
ATC CONTROLLERS, NUMBER CAN BE A PROBLEM, SPECIFICALLY ROCKFORD, SEPARATION OF AIRCRAFT DURING TAKEOFFS AND LANDINGS
ERROR
REQUESTS FROM ATC OFTEN HAPPEN OUTSIDE 10 MILES FROM RUNWAY THRESHOLD
FATIQUE AND R SAID PROCEDURIZATION TAKES OVER SO WE FORGET HOW TO FLY A PLANE. R SAID THINGS HAVE GONE OVER THE TOP
AT SOME AIRPORTS I'VE NOTICED A TREND WHEREE YOU'RE CLEARED FOR AN APPROACH OR TO LAND AND THEN THEFRE'S A PLANE IN FRONT OF YOU--THE ATC TELLS YOU TO HOLD A CERTAIN SPEED AND MARKER AND WE HAVE TO DO S TURNS ON FINAL APPROACH WHICH IS A MAJOR SAFETY CON
DISCUSS FATIGUE (WORKING TOO MANY LONG HOURS)
CLEARED FOR VISUAL WITHOUT EVER INDICATING WE'VE SEEN THE AIRPORT - TO MANY PRESUMPTIONS
SIMILAR SOUNDING CALL SIGNS, SCHEDULING CIRDADIAN RHYTHM
RJ'S ON MAJOR HUB AIRPORTS
FREQUENCY CONGESTION AT CERTAIN AIRPORTS CONTINUES TO BE A PROBLEM.
[AIRPORT X] SHORT RUNWAY AND ALSO BUILT ABOVE WATER ICES UP- [AIRPORT X] HAS SHORT RUNWAYS ALSO NEEDS TO BE SHUT DOWN
NEED TCAAS ON EVERY AIRPLANE, CREW DUTY REST TIME, BACK SIDE OF THE CLOCK FLYING, DUTY DAYS QUESTIONS, QUESTIONS ABOUT FALLING ASLEEP ON DUTY

D3A
LANGUAGE PROBLEMS WITH INTERNATIONAL FLIGHTS, DIFFICULTIES WITH ALTITUDE CONVERSIONS FROM THE METRIC SYSTEM ON INTERNATIONAL FLIGHTS
LINING UP ON THE WRONG RUNWAY
AIR CARRIER X POLICIES: 1. DAY FLYING MIXED WITH NIGHT FLYING, NO REGARD FOR CIRCADIAN RHYTHM. 2. NEW RULE TO GET JUMP SEATERS BACK. THIS IS USED AS A PERK FOR LOW-PAID GROUND CREWS
ARRIVAL CHARTS ARE A LITTLE TO COMPLICATED FOR NON FMF FLIGHTS
FATIGUE, AND DUTY TIME, TOWER, UPGRADE OF ATC TO POINT TO POINT, LONG TERM EFFECTS OF CARRYING PROXIMITY OF HAZMAT MATERIALS AND HEALTH EFFECTS UPON THEM
OVERCROWDING AT SOME AIRPORTS MAKING ATC BUSIER THAN THEY SHOULD BE
SECURITY SCREENING OF CARGO BOXES, AND JUMPSEAT PASSENGERS
ATC CENTER TO CENTER SWITCHING TOO OFTEN, TOO MUCH FREQUENCY CHATTER, OVERSEAS CONTROLLERS NOT USING ENGLISH
LOSING SIGHT OF THE AIRCFRAFT.THIS IS TYPICAL OF [AIRPORT X]'S X APPROACH..SOMEONE HAS TO BE THE LEAD AIRCRAFT...YOU CAN'T LAND WINGTIP TO WINGTIP. A THE LEADING AIRCRAFT
SIMILAR CALL SIGNS -FLIGHT # S
QUALITY OF AIRCRAFT MAINTENANCE UNDER THE DEGRADATION PF QUALITY AIRCRAFT MAINTAINENCE
R SAID THERE NEEDS TO BE TAXI DIAGRAMS @ STANDARDIZATION MARKINGS
[AIRPORT X] IE SPACING AIRCRAFT 4-5 MILES APART IE TOO CLOSE- FATIGUE
ASK ?'S ABOUT PILOT'S FATIGUE
GREATER AND MORE ACCURATE WARNINGS OF MODERATE TURBULENCE IN ORDER TO CHANGE ALTITUDES MORE QUICKLY
RUSHING TO COMPLY IN TERMINAL AREA, CREW FATIGUE, EXPAND THE QUESTIONS ABOUT FREQUENCY CONGESTION, IS PILOT TRAINING ADEQUATE FROM MULTIPLE AIRPLANES
I THINK THE SYSTEM'S WORKING BETTER THAN IT DID A FEW YEARS AGO.
FREQUENCY CONGESTION
CPDLC- THE PROBLEM THAT I ENCOUNTER IS THERE IS SOMETIMES A DELAY FROM THE TIME THE CREW REQUEST DEVIATION AROUND WEATHER UNTIL CLEARANCE IS RECEIVED FROM ATC, THERE NEEDS TO BE A QUICKER RESPONSE TO WEATHER DEVIATION REQUESTS BY ATC.
LOW ALTITUDE A T C SERVICE IN [LOCATION X]
LONG DUTY DAYS WITH MULTIPLE LEGS
ALL MAJOR AIRPORTS SHOULD HAVE ACTIVE I.L.S- INSTRUMENT LANDING SYSTEMS- MAJOR AIRLINES SHOULDN'T BE LANDING AT AIRPORTS WITH UNMAN TOWERS
THE COMMUNICATION WITH A T C ON THE GROUND IN BLOCKED FREQUENCIES ,ALSO POOR AIRPORT
THE FAA SHOULD CONDUCT A STUDY OF LOOP TYPE DEPARTURE- ESPECIALLY AT LOCATION X AIRPORTS AND DETERMINE IF SAFETY IS COMPROMISED DUE TO THE LARGE VOLUME OF V.F.R TRAFFIC OVER THE SAME NAVAID THAT THE LOOP DEPARTURE IS BASED ON.-
A T C TALKING ON MORE THAN ONE FREQUENCY AT A TIME
CREW REST
GROUND CONGESTION ON RADIO FREQ'S-TOO MUCH CHATTER
TRYING TO CONTROL TRAFFIC DURING PEAK PERIODS, MORE FREQUENCY CONGESTION QUESTIONS
PILOT FATIGUE
LACK OF T-CAS FOR FREIGHT AIRCRAFT.
WHAT I SEE ARE CONGESTION PROBLEMS AND SINGLE FREQUESNCY COMMUNICATIONS....THIS CAN LEAD TO SAFETY ISSUES.S
R SAID SECURITY IS ABIG FACTOR BECAUSE LETTING SOME EMPLOYER
RUNWAY INCURSIONS OVERLOADED ATC SYSTEM

D3A
HIGH AND FAST APPROACHES, [AIRCRAFT TYPE X] SATURATION
QUESTIONS ABOUT CREW DUTY TIME AND SCHEDULING
NOT ENOUGH RUNWAYS
FREQUENCY CONGESTION ESPECIALLY IN CONGESTED AIRPORTS
NON T CAS PLANES OPERATED BY [AIRCRAFT TYPE X] CARRIERS, HAZMAT INCIDENCIES WHICH DO NOT RESULT IN SMOKE FUMES OR FIRE
CREWMMEMBER FATIGUE
ALTITUDE SEPARATION TO 1000 FEET ALONG WITH COMMUTERS + RJETS
PILOT FATIGUE & LANDING WITHOUT CLEARANCE
PILOTS BEING ARMED, PILOTS HAVING TO PAY FOR OWN ARMS TRAINING
THE 1000 FT SEPERATION THATS GOING INTO AFFECT IS NOT A GOOD IDEA
1. TOWER CONTROLLERS WHO ISSUE EXTENSIVE CLEARANCES WHILE MY PLANE IS AT A HIGH SPEED WHILE TRYING TO GET THE PLANE OFF THE RUNWAY. THIS RESULTS FREQUENTLY IN CONFUSION. THESE DIRECTIVES FROM THE TOWER SHOULD BE DELAYED.2. ATC OPERATES A MONITOR FREQUENCY
COMMUNICATION BETWEEN PILOTS AND AIR TRAFFIC CONTROLLERS, SIMILAR CALL SIGNS BETWEEN COMPANIES
SECURITY IS LAX AT SOME AIRPORTS. AT HOME BASE, SECURITY SCREENING FOR PILOTS IS NOT DONE.
THE LAND AND HOLD SHORT ISSUES AT SOME OF THE MAJOR AIRPORTS. FLIGHT AND DUTY TIMES
HOW MANY TIMES AIRPLANES GET INVOLVED WITH WAKE TURBULENCE.
PREFERENCE TO CERTAIN AIR LINES DURING LANDING PROCEDURES
TRAINING AT TRAFIIC AIRPORTS FOR CONTROLLER
REGIONAL JET CONGESTION
SATURATION; JAMMING TOO MANY AIRPLANES IN THE SYSTEM, JUST TO MAKE MONEY, RESULTS IN ATC BEING OVERWORKED, PILOTS HAVIONG TO SORT STUFF OUT, AND ALL THIS DECREASES SAFETY MARGIN
AREAS OF CONGESTION-APPROACH AND TOWER AE NOT TOO WELL COORDINATED WHRE PILOTS MUST ADJUST TO ACCOMODATE THE HIGHER VOLUME.
RUNWAY INCURSIONS DURING TAXI-BETTER STANDARDIZATION AMONG AIRLINES
LAND AND HOLD SHORT COULD CREATE SITUATION FOR ACCIDENTS, PRM APPROACH REQUIRES AIRCRAFT THAT ARE FLYING CORRECTLY ARE REQUIRED TO ADJUST FOR AIRCRAFT WHICH ARE NOT FLYING IN A GIVEN PATTERN
ASK IF THERE ARE ANY CONFLICTS WITH AIRPLANES EXITING FROM A RUNWAY TO A TAXI-WAY
MINIMUM SEPARATION IN AIRSPACE
SUPPLEMENTAL REGULATIONS FOR AIRCREW TIMES, FLYING FROM COAST TO COAST IS QUITE FATIGUING, NO CONSIDERATION GIVEN TO CIRCADIAN RHYTHMS
ASK ABOUT INTEGRITY OF PLANES WHEN PARKED OVER-NIGHT
SECURITY 100% BAG CHECK
SEPARATION OF VISUAL AIRCRAFT, SINGLE MOST HAZARDOUS OPERATION, SHOULD BE MORE POSITIVE SEPARATION DEALING WITH SMALL AIRCRAFT
DUTY TIME AND BACKSIDE OF CLOCK AND INTERNATIONAL FLYING HOURS
ON DUTY HOURS RELATING TO FATIGUE ISSUES,
EQUIPMENT EFFICIENCY
READ BACKS- IF WRONG ARE NOT ACKNOWLEDGED, GETTING 3 CHANGES AT ONCE IS TOO MUCH
BEING FORCED TO DEFEND LOWER ALTITUDES TOO FAR OUT FROM THE AIRPORT WHICH IMPACTS NEGATIVELY ON FUEL CONSUMPTION
CLEARING AIRCRAFT FOR TAKE OFF WHEN THERE IS ANOTHER AIRCRAFT ON FINAL APPROACH CLOSER THAN IT SHOULD BE
REGIONAL AIRLINE OPERATORS IN MAJOR AIRPORTS IS RIDICULOUS, UNSKILLED PILOTS IS REASON WHY THE TOTAL SYSTEM IS IN TROUBLE.

D3A
ARRIVAL AT AIRPORT X VERY CONFUSING. ALSO, HAVE COME ACROSS RUNWAY EDGE LIGHTS NOT WORKING SEVERAL. X'S. SIGNAGE SHOULD BE OVERHAULED. MAINTENANCE PROCEDURES-CO.'S TEND TO PUSH THE LIMITS WHEN COMPLYING
INCLUDE FATIGUE
WHEN A CLEARANCE TO TAXI ON THE GROUND ON A RUNWAY IT IS ASSUMED THA T THE CLEARANCE IS TO CROSS ALL RUNNWAYS TO THE RUNWAY ASSIGNED I BELIEVE THAT THIS IS AN UNSAFE PRACTICE BECAUSE CROSSING AND ACTRIVE RUNWAY IN ROUTE TO AN ACTRIVE RUN WAY MAY NOT BE S
IN THE ARRIVAL CORRIDORS ON FREQUENCY WHEN THERE IS A TREMENDOUS AMOUNT OF FREQUENCY CONGESTION IN THE APPROACH CORRIDORS OF THE COUNTRIES MAJOR AIPORTS, IE [AIRPORT X] THE TIME FRAME FORM EARLY MORNING TO LUNCH & THEN TO 5-7 AT NIGHT,
SECURITY
USING CREW RESOURCE MANGAMENT
I WANT TO BE ARMED-AIRPORT SECURITY IS STILL A JOKE--
FREQUENCIES ARE GETTING BAD LIKE AIRPORT X. INTERNAL SEPARATION OR SEQUENCING OF PLANES ARE CONGESTED
GETTING OUT OF CHALKS ONTO THE RUNWAY. SO MANY PEOPLE IN TRUCKS AND LUGGAGE CARTS. TOO MUCH ACTIVITY AROUND PLANE.
CONTOLLER PROBLESM, THEY WORK TWO FREQUENCIES AND IT IS DIFFICULT TO GET INFO OUT OF THEM, AIRPORTS ARE WAY TOO BUSY
ASK ABOUT REST, RELIEF BREAK, OR SOME COUNCELING FOR EMOTIONAL TRAUMA AND STRESS EXPERIENCED BY CREWMEMBERS GIVEN EMERGENCY SITUATIONS, E.G. FIRES OR ENGINE FAILURE-SHUT DOWNS. ALSO WHETHER CREWMEMBERS FED DURING DUTY PERIOD OR 10HR OR MORE
CREW FATIGUE
CUTBACKS, REMNANT HAS TO FLY SO MANY HOURS
COMMUNICATIONS -RADIO TRAFFIC
SPEED CONSTRAINTS ON APPROACH DUE TO CONGESTION MAINLY ON THE HIGH SIDE FOR TIME AND SPACING CONSTRAINTS, AIRCRAFT CLEARED ONTO THE RUNWAY BUT NOT CLEARED FOR TAKEOFF POSITIONED TOO LONG
SO MUCH COMMUNICATIONS -CONGESTION ATC TOO MANY CRAFT UNDER THEIR WATCH
PILOT FATIGUE
R FEELS THE STANDARD OF CRITERIA ON ARRIVALS SHOULD BE ADDRESSED
PEOPLE WALKING ON EACH OTHER ON THE RADIO,CONTROLLERS USING MULTIPLE FREQUENCIES
A T C ESPECIALLY IN LOCATION X, HAS A BAD HABIT OF KEEPING YOU HIGH AND FAST ON APPROACH ,SOMETIMES FORCING A GO AROUND
INTERACTION BETWEEN COMMERCIAL AND GENERAL AVIATION TRAFIC IS A PROBLEM--NOISE ABATEMENT PROCEDURES ARE GETTING SO COMPLICATED ARE DISTRACTING SO THAT TRAFFIC WATCH SUFFERS-- [AIRPORT X] FOR EX.
FOR THE ARRIVAL TO THE APPROACH PROCEEDURE THE APPROACH CONTROL KEEPS YOU AT AN ASSIGNED SPEED THAT IS TO FAST AND THEY MAINTAIN IT UP TO THE FINAL APPROACH FIX. AT THIS POINT YOU HAVE TO BE STABLIZE AT THE FINAL APPROACH FIX AND THAT SPEED IS UCH SLOWE
QUESTIONAS ABOUT XRAYING BAGGAGE
CREW REST AND DUTIES LIMITATIONS
TSA DOES NOT CHECK ID'S PROPERLY-THEY DON'T ADEQUATELY VERIFY PILOTS IDENTITY
AIRPORT SIGNAGE - MARKINGS FOR TAXIING AT AIRPORTS
R SAID TOO MUCH CONGESTION AT AIRPORTS , NOT ENOUGH CONCRETE FOR ALL THE AIRCRAFT
UNTIMELY ATC COMMUNICATION WHILE ON RUNWAY AFTER LANDING
OVERCROWDING

D3A
MORE EMPHASIS PUT ON T-CAS.
COMMUNICATIONS WITH FOREIGN CONTROLLERS
TRAFFIC CONGESTION IS MAIN THING--IE ATC . CLEARENCES FOR WEATHER TIMELY UPDATES WOULD HELP ESP IN LOCATION X
LOCATION X TO AIRPORT X: INS TURNED PLANE TOO SOON, MOVING INTO MILITARY AIR SPACE, ATC PICKUP ON THIS & VECTORED PLANE BACK TO CORRECT POINT. IN MAINLAND LOCATION X- MOVING BETWEEN LOCATION X & LOCATION X, TRANSFERS INFO WAS NOT PASSED ON TO NEW CONTROL CENTER,
CONGESTIONS OF LANDING AND ARRIVALS OF PLANES
IN INTERNATIONAL FLIGHTS, DIFFERENT COMMUNICATION PROCEDURES CHANGE CONSTANTLY; 1,000 FT. SEPARATIONS IN EUROPE CAUSE ATC PROBLEMS.
READ REMARK
R SAID PROBLEMS WITH PILIOT FATIQUE AND SCHEDULING
ATC FREQUENCIES ARE SO CONGESTED: 1 CONTROLLER WORKS MULTIPLE FREQUENCIES CAUSES A DEGRADATION IN PILOT AWARENESS AND A DEGRADATION IN ACOUMMICATION ABILITY IN EN ROUTE
OVERCROWDING AIR SPACE, FATIGUE
THE LAHO PROGRAM REDUCES THE SAFETY ON BOTH LANDING AND CROSSING AIRCRAFT.
R SAID CONTROLLERS ARE TRYING TO ASSIGN TO NAINTAIN SEPARATION(NEED T -CASS ADVISORY)
MANY GROUND CONTROL FREQUENCIES ARE CONGESTED AND CONTROLLERS ARE FORCED TO READ CLEARANCES AND INSTRUCTIONS TO RAPID,THIS IS THE GREATEST HAZARD TO RUNWAY INCURSION INCIDENTS
GUNS IN THE COCKPIT, PROBLEMS WITH SECURITY SCREENERS
ATC WORKING TOO MANY AIRPLANES.
INCLUDE EVERYTHING ABOUT FLIGHT AND DUTY REGULATIONS THAT INVOLVES REST, FATIGUE, AND HOW COMPANIES ARE AUTHORIZED TO USE SICK TIME
AIR TRAFFIC CONTROL SYSTEM IS TOO CONGESTED
ATC COMMUNICATIONS,CREW DUTY HOURS
AIRPORT PROBLEM AT AIRPORT X, CONGESTION IS A PROBLEM IN LOCATION X YOU GO OVER A PARKING GARAGE AND COME IN FOR A STEEP LANDING, THIS IS NO FUN, SOMETHING SHOULD BE DONE ABOUT THAT
AIRPORT SECURITY AND SCREENING IN GENERAL
OF AIRCRAFT ON THE GROUND, CONGESTION IN TERMINAL ARE @ IN THE AIR
SHOULD BE MORE EMPHASIS ON SPEED STANDARDAZATION IN TERMINAL AREA IN COMPLIANCE WITH AIRCRAFT PROFILE VERSES A T C REQUIREMENTS
MORE QUESTIONS ABOUT ATC FREQUENCY, FREQUENCY CONGESTION CAUSES SO MANY PROBLEMS
INTEGRITY OF THE AIR TRAFFIC CONTROL SYSTEM AS A WHOLE THE LACK OF QUALIFIED ATC PERSONNEL
SCREENING OF BAGGAGE ON DOMESTIC FLIGHTS MUST BE DONE BY BOMB DETECTING EQUIPMENT
THE QUESTION AD2SHOULD BE ELABRIGATED
AK ABOUT FATIGUE AND STRESS ISSUES WITHIN THE COCKPIT AND CABIN CREWS AND THE INTERACTION THEREOF AND THE SECURITY ISSUES OF PASSENGERS AND HOW THAT HAS AFFECTED SAFETY.
PILOTS NEEDING MORE REST
RE STABLIZED APPROACHES: THE MOST IMPORTANT TOOL IN AVIATION; THERE ARE TIMES WHEN CREW CANNOT COMPLY WITH ATC REQUESTS
COMMUNICATION WITH FOREIGN CARRIERS AND UNDERSTANDING CLEARANCES THAT DEVIATE FROM FLIGHT
HAVING CONTROLLERS MONITOR MULTIPLE FREQUENCIES
PLEASE FOCUS ON NE CORRIDOR AIRPORTS-CONGESTION, TIME CONPRESSION, VOLUME, TOO FEW RUNWAYS
RSAID IN [AIRPORT X] THE STRUCTURE OF THE LANDINGS ARE 2000 FEET, WAY TO LOE DESENTS TO THE VISUAL APPROACH ALTITUDE @UNSAFE DISTANCE . , VERY LOW ALTITUDE
R SAID THERE ARE TO MANY RJ PLANES.

D3A
PAR APPROACHES IN [AIRPORT X] AND THEY ASSIGN {PAR APPROACHES ON VERY SHORT NOTICE ON CLEAR DAYS, APPARENTLY TO TRAIN THEIR CPONTROLLERS IT GIVES LITTLE OF NO TIME TO BRIEF THE APPROACH PROPERLY AND ON THE SECONDARY MONOTORIOR FREQUENCY THEY WAS A L
THERE ARE SEVERER PROBLEMS WITH HAVING TO GO AROUND WHEN ON A LAHSO
CREW FATIGUE DUE TO EXTENDED DAY
QUESTIONS NEED TO BE ASKED ABOUT THE INSANE SECURITY PROCEDURES. WE ARE NO SAFER THAN WE WERE [EVENT X]. WE ARE JUST SPENDING A HELLVA LOT MORE MONEY.
MISSED APPROACHES AT AIRPORTS
ASK MORE QUESTIONS ABOUT TCAS AN D ALSO ABOUT THE COMMUNICATION WITH ATC.
TURBULANCE:VARIOUS ALTITUTUDES ARE NOT AVAILABLE ,SO WE ARE FORCED TO REMAIN IN TURBULANCE AIR BECAUSE OF CONGESTION
PILOTS FATIGUE
TRAFFIC SITUATION IN LOCATION X, HOW BUSY ARE CONTROLLERS IN CERTAIN SECTIONS
BE MORE SPECIFIC WITH COMMUNICATION FREQUENCIES
QUESTIONS RE GOING AROUND WEATHER; HARD TO UNDERSTAND THE ATC
GROUND PROXIMITY WARNINGS AT AIRPORT X, MAINTENANCE PROBLEMS - ANY MAJOR MAINTENANCE CONSIDERATIONS WITH YOUR AIRPLANE, FATIGUE ISSUES ON LONG HAULS FAA ADDRESS
CHANGE OF APPROACH ROUTING AT [AIRPORT X] IS VERY COMMON.
BIGGEST PROBLEM IS FREQUENCY CONGESTION ESPECIALLY IN THE TERMINAL AREA OR ALSO IN THE CENTER CONTROLL AREA AS YOU APPROACH
YOU MIGHT ASK MORE DETALS ABOUT COMMUNICATIONS AND CONGESTION...COMMUNICATIONS ARE BECOMING WAY OVERLOADED ESP AT AIRPORT X, AIRPORT X, AIRPORT X
IN THE FUTURE MAYBE SOME QUESTIONS ABOUT MAINTENANCE PRACTICES
CREW REST IS DETRIMENTAL TO SAFETY, PUT MORE TRAINING ON COMPUTERS
APPROACH CONTROL, VOLUME
FREQUENCY CONGESTION
WEATHER EVENTS IN TERMS OF SHOWERS ON LANDING
ATC HANDLING MORE THAN 1 FREQUENCY.
COMPUTER GENERATED INTERACTION BETWEEN COMPUTERS AND HUMANS
LOCATION X AIRSPACE WILL SHUTDOWN BECAUSE THEY DON'T HAVE ENOUGH CONTROLLERS SO THE JUST SHUT EVERYTHING DOWN.
CREW FATIGUE, DUTY HOURS MOST CONCERN IS FOR HOURS WORKED ON BACK SIDE OF THE CLOCK
NEED MORE CONTROLLERS IN HIGH DENSITY AREAS
SYSTEM IS CROWDED. TOO MANY TOWERS THAT ARE NOT OPEN FULL TIME. REDUCES THE SAFETY.
THE LAST 30 DAYS IS TOO NARROW A WINDOW OF TIME. IF YOU HAD ASKED ABOUT THE PAST YEAR, I COULD HAVE HAD MANY POSITIVE ANSWERS.
DUTY HOURS, SCHEDULE VARIATIONS
WOULD LIKE TO HAVE QUESTIONS THAT WERE MORE OPEN ENDED, WANTS THINGS TO BE MORE GENERAL, AIR TRAFFIC CONTROL, GROUND CONTROL, OR AT LEAST ADDRESS THESE PROBLEMS IN A WAY THAT ALLOWS A PERSON TO INTERJECT
VERTICAL SEPARATION LIMITS ON SOUTHBOUND TRAFFIC, AWARENESS OF STANARDIZATION OF VERTICAL LIMITS
TRAFFIC CONGESTION ON THE GROUND & IN THE AIR-PHYSICAL & RADIO. SEPARATION OF AIRCRAFT ON TAKEOFF ROLL & LANDING. TSA-FAA INTEGRATION RE UNDESIRABLE DEVICES IN CARGO HOLD, TERRORISM.
A REQUIREMENT IS NOW IMPOSED ON THE AIR SPACE STRUCTURE DUE TO SECURITY CONCERNS. CREWS ARE NOW REQUIRED TO MONITOR THE EMERGENCY FREQUENCY AND THERE IS TOO MUCH CHATTER ON IT WHICH CAUSES MANT ATC COMMUNICATIONS TO BE MISSED. CAN'T MONITOR 2 FREQUENCIES

D3A
SECURITY
LACK OF T-CAS FOR ALL AIRCRAFT TYPE X OPERATORS
CONGESTION OVER ALL AT AIRPORTS
CONGESTION AT AIRPORT X ESPECIALLY DURING LESS THAN IDEAL WEATHER
FATIGUE, DUTY REGULATIONS, INTERNATIONAL AND BACK SIDE OF THE CLOCK FLYING, LAYOVER ARE MAKING PILOTS TOO TIRED
THE DEGREGATION OF COMMUNICATION IN THE WEATHER THREAT AREAS--LOCATION X, ETC. CONTROLLERS ARE OVERWORKED--NOT ENOUGH TIME TO RESPOND TO THE CONTROLLER BECAUSE OF TIME;IT'S ASSUMED YOU'VE HEARD AND COMPLIED.
SECURITY IN COCPIT LOOK AT AND REEVALUATED, COCKPIT DOOR NEEDS ONE WAY MIRROR
PASSENGER PROBLE, IS ESCALATING
FREQUENCY CONGESTION ON APPROACH
CLEARANCE CALLBACKS ARE PILOTS RESPONSIBILITY RATHER THAN ATC, GROUND COMMUNICATION BETWEEN ATC AND PILOTS TOO MANY INSTRUCTIONS AT ONCE, REDUCED CREW REST
FREQUENCY CONGESTION
TCAS- AIRCRAFT TYPE X DON'T HAVE IT YET. COCKPIT JUMP SEATS-GOOD TO HAVE A 3RD ON BOARD-EXTRA SET OF EYES.
LANGUAGE BARRIERS BETWEEN INTERNATIONAL CONTROLLERS & FLIGHT CREWS
FATIGUE IS A BIG ISSUE- TYPICALLY ON OUT AND BACKS
[AIRPORT X] APPROACH CONCISTING CHANGES APPROACHES THAT YOU ARE DOING ON ARRIVAL IT IS ALWAYS RIGHT BEFORE YOU GET THERE THAT THEY ARE CHANGING IT ONCE OR TWICE.
FREIGHT SCREENING ON PLANES NEEDS TO BE DONE, RAPID CERTIFICATION OF GPS ON ALL 121 AIRCRAFT, INTEGRATE REAL TIME WEATHER UPDATE VISUAL INFORMATION IN THE COCKPIT
BEING ABLE TO UNDERSTAND THE LANGUAGE OF OTHER COUNTRIES WOULD BE HELPFUL, ESPECIALLY FOR INEXPERIENCED PILOTS IN COUNTRIES SUCH AS, LOCATION X ETC.
COMPANY CALL SIGNS(FLIGHT #) CONFUSING WITH FREQUENCY INCREASE AND FOREIGN CONTROLLERS
ATC SYSTEM SHOULD BE IMPROVED
CONTROLLERS A LOT OF TIMES HANDLE MORE THAN ONE FREQUENCY- OVER LOADED
CREW REST
DO THE RULES WITH REGARD TO CREW AUGMENTATION COVER ALL CIRCUMSTANCES AND ARE PROPERLY APPLIED BY AIRLINE OPERATORS? COULD BE REVISED AND EXPANDED TO ENSURE SAFE APPLICATION OF THE RULES AT ALL TIMES? TYPE RATING FOR OPERATING AIRCRAFT ARE STREATCHED TOO
COORDINATION OF TRAFFIC AROUND SEVERE WEATHER
FATIGUE: EXTENDED DUTY DAYS AND MINIMAL REST SHOULD BE A SURVEY
ASK IF THE PILOT IN QUESTION EXPERIENCE ANY IRREGULARITES WITH INAPPROPRIATE HAZARDOUS MATERIALS--SPECIFICALLY THE DOCUMENTATION OF HAZ MATS;SOME OF THE MELS HAVE A DDG THAT HAS TO BE COMPLIED WITH--HAVE THE PILOTS MELS THAT HAVE A DDG THAT HAVE NOT BEEN
ATC CONTROLLERS ARE WORKING TWO FREQUENCIE, AND I CAN NOT HEAR HIM AND MY CAUSE A SAFETY ISSUE.
NASA SHOULD COME UP WITH INPUTS FOR SECURITY
SECURITY OF CHECKED BAGGAGE
CONGESTION IN CERTAIN AREAS ,IN THE AIR AND ON THE GROUND
HAVE YOUR RECEIVE ANY TAXI CLEARANCE THAT WAS CONFUSING AND HAVE YOU EVER FOUND ATC WAS UNAWARE OF YOU POSITION ON THE AIRPORT AFTER BEGINNING YOUR TAXI
LARGE INCREASE IN TIME CONTROLLERS USE WRONG CALL SIGNS
NON-STANDARD PHASIOLOGY OF CONTROLLERS CAUSING SAFTELY PROBLEMS AMONG GROUND CONTROLLERS ESPECIALLY

D3A
THUNDERSTORMS ARE A CONCERN ROUTING AROUND THEM IS A MAJOR CONCERN BUT WE GET A LOT OF HELP FROM OUR COMPANY
SECURITY QUESTIONS-DUE TO [EVENT X]
ADEQUATE AIR CREW REST IN CONJUNCTION WITH LENGTHY CREW DAY RESULTS IN FATIGUE.
R SAID THERE ARE A 3OF ATCARE WORKING ON2 FREQUENCIES. THIS MAKES COMMUNICATION DIFFICULT.
CREW FATIGUE QUESTIONS- WITH FLYING CARGO
HAD AN EXPERIENCE WHERE ATC NEVER RELAYED OUR NOTICE OF SEVERE TURBULENCE TO AIRCRAFT BEHIND US. ATC NEVER REROUTED PLANES IN BACK OF US.
RIVER VISUAL APPROACH AT [AIRPORT X] IS AN UGLY SITUATION & DANGEROUS. TOO MANY REQUESTS FROM ATC NOW-4 NOW INSTEAD OF 3 & I CANNOT KEEP ALL OF THEM IN MY HEAD. NASA SHOULD RIDE AROUND WITH PILOTS & DO INTERVIEWS IN PERSON.
FREQUENCY CONGESTION -NOT READ BACK A CLEARANCE LIKE AIRPORT X, AIRPORT X, AIRPORT X, AND AIRPORT
60 DAYS NOT ENOUGH TIME TO RELATE TO EVERYTHING, 6 MOS. WOULD BE BETTER, IDENTIFY AIRPORTS W-PROBLEMS, ONE EX. LOCATION X
IMPACT OF RVSM OPERATIONS- AND THE RELIABILITY OR MY PRECEIVED UNDERSTANDING OF THE RELIABLILITY OF THE GROUND ATC EQUIPMENT. HOW CONIFIDENT TO YOU AS A WORKING CREWMEMBER FEEL ABOUT THE MAINTANCE OF THE AIR TRAFFIC CONTROL HARDWARE - R FLIES INTERNATI
THIRTY DAYS IS TOO SMALL OF A WINDOW--REFERABLY 6 MONTHS
I THINK PERSONALLY THERE IS STILL SOME AMBIGUITY BETWEEN PILOT AND CONTROLLERS UNDERSTANDING ON PLUBLISH STARS REGARDING ALTITUDE AND SPEED RESTRICTIONS, ALSO THERE IS DISPARITY BETWEEN PILOTS AND CONTROLLERS UNDERSTANDING REGARDING FMC VERTICAL NAVAGATION
NEED MORE SECURITY ISSUE QUESTIONS, TARGETING THE WRONG PEOPLE, SCREEN FLIGHT CREW AT ONE CENTRALIZED GATE , INCREASING CENTRALIZATION LIKE EUROPEAN MODEL
FATIGUE ISSUES, MORE FREQUENCY CONGESTION QUESTION -NEEDS MORE DEVICES THAT CUT DOWN THE ATC CHATTER, FATIGUE ISSUES FOR RESERVE PILOTS,
THE LENGTH OF DUTY DAYS FOR CREWMEMBERS- FATIGUE PROFILE DECENT AIRPORT X- UNDERLINE THE VICTOR AIRWAYS CONFLICT WITH ALTITUDE AND GLIDESLOP-NOISE ABATEMENT PROCEDURE IN LOCATION X LOCATION X GROUND CONTROLLER ARE GOOD-TALK TOO LONG TOO COCKY
FLIGHT DUTY TIME LIMITATIONS.
THERE ARE SPECIFIC AIRPORTS THAT PUSH THE LIMITS OF PLANES & PILOTS BY JAMMIMG THEM IN TOO QUICKLY, ESP. DANGEROUS WHEN TRYING TO LAND IN VISUAL CONDITIONS
FATIGUE, SICK POLICY
SECURITY ASPECTS BOTH ON THE GROUND AND IN THE AIR.
GAPS IN ATC SYSTEM SO PREVALENT-NOT RECOVERED SINCE PERSON X. ALSO ON DIFFERENT FREQUENCIES AT SAME TIME--WHO IS ATC TALKING TO?
SOMETIMES WHEN THEY'RE TRYING TO FUNNEL IN TRAFFIC AND THEY'RE KEEPING YOU JHIGH OR MOVING YOU FASTER IT COULD BE A BIT OF A SAFETY PROBLEM.
NEED TO INCLUDE QUESTIONS ABOUT PILOT FATIGUE, AND HOW PILOTS FEEL ABOUT THINGS SUCH AS TERRORISM, CARGO AND AIRPORT SECURITY AND OTHER SAFETY-RELATED ISSUES - ESPECIALLY SINCE PLANES RARELY HAVE MECHNICAL MALFUNCTIONS.
SPACING ON FINAL OR MINIMUM SPACING ON FINAL-NOW IS PUSH TO GET MORE LANDINGS-SPACING IS TOO TIGHT. CAN GET INTO WAKE TURBULANCE CONDITIONS.IF VISUAL APPROACH AND YOU SLOW SPEED CAN IMPACT PLANE BEHIND YOU . ATC GETS UPSET.
AIRCRAFT SYSTEMS DIFFICULTIES THAT REQUIRE EXPEDITIOUS HANDLING
APPROACH PROCEDURE MUST BE COMPLIED WITH
ATC ON MULTIPLE FREQUENCIES

D3A
A T C SYSTEM IS POOR AND INCOMPETENT ,REASON BEING BECAUSE THEY ARE NOT PILOT ORIENTED
HAVE YOU EVER EXPERIENCED AN OUTAGE EITHER LOCAL OOR DISTANCE ON AN FTC NOTEM AND HAVE YOU EXPERIENCED A NONEXISTANT NAAID OR RUNWAY ACTIVITY WHICH WAS NOT ON N FTC NOTEM BUT IT HAD BEEN OUT OF COMMISSION FOR A LONG TIME.THERE'S CHINK AIN THE NOTEM CONN
FREQUENCY CONGESTION-AIR TRAFFIC CONTROL IN NO CRITICAL SITUATION-EX. WEATHER DEVIATION. BLOCK TRANSMISSIONS
OFTEN W-O AUTO DATA SYSTEM @ 15 MIN BTWN CONTROL CTRS OVER PACIFIC
PILOT FATIGUE, FLIGHT AND DUTY LIMITATIONS
OVER FLYING BY ANOTHER AIRCRAFT WHILE ON HOLD ON A RUNWAY
NOT ENOUGH CONTROLLERS
SUPPLEMENTAL AND FLAG TIME CARRIERS REVIEW DUTY TIMES CIRRENTLY ALLOTTED
ON INTERNATIONAL FLIGHTS, SHOULD RECEIVE CLEARANCE AT THE FINAL APPROACH SIX. INTL A.T.C. WAIT TOO LONG TO GIVE CLEARANCE
R SAID TO MANY UNIMPORTANT ITEMS DISCUSED IN THE COCKPIT
COCKPIT RESOURCE MANAGEMENT IS BEING OVEREXTENDED
CONGESTION ON RADIO FREQUENCIES.
LAND, HOLD SHORT OPERATIONS- REDUCED SPACING APPROACHS TO PARALLEL RUNWAYS
COMM
FREQUENCY CONGESTION
ASK MORE ?RELATED TO WEATHER,BECAUSE THE RADAR IS BUT SO EFFECTIVE
DELAYS
INTERNATIONAL NON RADAR ENVIRONMENT- CLEARING PROBLEMS
DIFFICULT ATC COMMANDED DESCENT RATES THAT AIRCRAFT DIFFICULT TO ACHIEVE WITHIN AIRPORT AREA LEADING TO POTENTIAL UNSTABLE APPROACHES--KEEP YOU HIGH UNTIL LAST SECOND
LAND AND HOLDING SHORT UNSAFE PROCEDURE
TALK MORE ABOUT LAST MIN. CLEARANCESAND LAST MIN. RUNWAY ASSIGNMENT CHANGES
SIMULTANOES APPROACHES, INCREASES DANGER
FLIGHT+ DUTY TIME LIMITATIONS. HOW OFTEN FLYING, TIME OFF
IN THE TERMINAL AREA HAVING TO FLY AT SUCH A SLOW SPEED
FOREIGN LANGUAGE
THE PEOPLE IN COMMUNICATIONS ARE VERY RUDE
NUMBER OF SLAM DUNK WHEN LANDING
GROUND SECURITY AND PASSENGER SCREENING
THERE SHOULD BE ONE STANDARD FOR ALL PILOTS REGARDLESS IF INTERNATIONAL OR DOMESTIC.
TCAS ON ALL AIRCRAFT IN THE SYSTEM TO GIVE PRE-WARNING
AIRPORT X ATC SLOWED THEM TO 250 KNOTS- APPROACHED STALL SPEED
ASK QUESTIONS ABOUT CONGESTION ON FREQUENCIES
TOWER CLEARANCES- CAN'T BE HEARD WHEN WE'RE BACKING UP - ONGOING PROBLEM
THERE IS A BIG PROBLEM WITH TOWER CONTROLLERS' LANDING PROCEDURES-TAXI INSTRUCTIONS ARE GIVEN WHILE THE PLANE IS IN LANDING ROLLOUT. THIS IS PROBLEMATIC IF THE CREW IS NOT FAMILIAR W THE AIRPORT. THIS IS A CRITICAL PHASE OF FLIGHT & GROUND CONTROLLERS AR
HOW OFTEN DOES ONE EXCEPT MINIMUM OR MARGINAL SEPARATION DURING TAKEOFF OR LANDING BEHIND A HEAVY WAKE TURBULENCE
STABALIZED AIRCRAFT ON APPROACH
INADEQUATE CREW REST AND INCREASED DUTY TIME ON RELATIVELY SLOWER AIRCRAFTS
MORE QUESTIONS ABOUT A.T.C IE IN THE APPROACH PATTERNS

D3A
THERE ARE TOO MANY DISTRACTIONS IN THE COCKPIT-TOO MUCH TALKING ABOUT UNRELATED TO FLYING ISSUES. SECURITY IS GETTING LAX AGAIN.
PRM APPROACHES -[AIRPORT X] REDUCES SEPARATION FROM OTHER PLANES+TOO MANY PLANES + GIMMICKS TO GET PLANES IN AIRPORTS
FATIGUE WITH CHANGING SLEEP CYCLES
BETTER AWARENESS OF THE CREW WITH RBSM AIR SPACE
LACK OF AUGMENTATION AND FATIGUE FACTORS
TRAFFIC CONGESTION OF SMALL PLANES IN LARGE AIRPORTS
FORCE GO AROUND DUE TO RUNWAY TRAFFIC
ASK ? ABOUT CROSSING RUNWAY
QUALITY OF TAXIING INSTRUCTIONS VARY TOO MUCH AMONG AIRPORTS, SOME ARE SPECIFIC SOME ARE VAGUE, SOME CONTROLLERS ARE MORE HELPFUL THAN OTHER
T-CAS ALERTS IN CONGESTED AREAS ARE MORE FREQUENT
LAND AND HOLD SHORT-POTENTIAL HAZARD
LIKE CALL SIGNS ARE CAUSING PROBLEMS WITH CONTROLLERS,
INCREASD CONGESTION IN [AIRPORT X] BECAUSE OF INREASE OF AIRCRAFT
SWITCHING CONTROLLERS WITH DIFFERENT SECTOR CONCERNS & RESPONSIBILITIES IS A BIG PROBLEM BECAUSE PRIOR DIRECTIVES ARE OFTEN DISMISSED OR IGNORED. FREQUENCY CONGESTION IS ANOTHER BIG PROBLEM.
SECURITY
WEATHER RELATED EN ROUTE ATC TRANSMISSIONS ARE A PROBLEM, ESPEC. IN THE EN ROUTE TO LANDING PHASE; MAJORITY OF ADVISORIES ARE TA'S AND RA'S IN LOCATION X AND THEY ARE A PROBLEM.
BREAKDOWN BETWEEN THE PROBLEMS PILOTS AND ATC ARE THEY MILITARY AND CIVILIAN BACKGROUND
ASSIGNMENT OF SIMILAR CALL SIGNS - NO ACCOUNTABILITY FOR MINOR ATC MISTAKES
ATC PUSHING PILOTS ESPECIALLY IN AIRPORT X AREA, PREVENTIVE WINDSHEAR SYSTEM QUESTIONS
CREW FATIGUE
ASK ABOUT THE FRREQUENCY CONGESTION, SEEMS WE ARE ALWAYS TAKING OVER SOMEONE ELSE, AND WE CAN ONLY HEAR THE CONTROLLER
COMMUNICATION PROBLEMS IN TERMINAL AREAS, CHECK AND BALANCE SYSTEM NOT BEING UTILIZED
MY BIGGEST CONCERN IS THAT MONEY WAS SUPPOSEDLY SET ASIDE IN THE AVIATION TRUST FUND TO ADDRESS OPERATIONAL SAFETY PROBLEMS, BUT NOBODY HAS SEEN IT .
GROUND CONTROL FREQUENCY CONGESTION AND LACK OF POINTING OUT OTHER AIRCRAFT & ANNOUNCING WHO IS TO GIVE WAY; AT MAJOR AIRPORTS, NUMEROUS RUNWAY CHANGES ON APPROACH
DATALINK FREQUENCY CHANGES, LEAVING FREQUENCY COMMUNICATION IS REDUNDANT
CREWMEMBER FATIGUE
FATIGUE, STRESS FACTORS, OUTSIDE EVENTS
PILOT FATIGUE
PRM APPROACH AT SOME AIRPORTS
NO TOWER OPERATIONS FOR COMMERCIAL FLIGHTS
THE REDUCED VERTICAL SEPARATION THAT THEY'RE PLANNING
BOUNDARIES OF CLASS B AIRSPACE AT BUSY AIRPORTS-DIFFICULT TO DETERMINE ON INSTRUMENT FLIGHT PLANS. ALSO NOTAM SYSTEM, IT IS IMPOSSIBLE TO READ EVERY NOTAM AND SOME ARE OLD AND HARD TO READ -ABBREVIATIONS HARD TO DECIPHER
CREWMEMBER FATIGUE- DUTY TIMES- STRETCHING HUMAN RESOURCES
PILOT FATIGUE
SECURITY ISSUES OVERALL,

D3A
COMMUNICATIONS W-ATC THAT DON'T INCLUDE FULL OR CORRECT CALL SIGNS; FREQUENCY CONGESTION; AIRCRAFT SPACING ON TAKE-OFF BEHIND A [AIRCRAFT TYPE X]; 2-MINUTE SPACING IS MORE APPROPRIATE; TAXI INSTRUCTIONS THAT DON'T INCLUDE AIRCRAFT RIGHT-OF-WAY INSTRUCTION
ATC APPROACH-SHOULD ALLOW THE AIRPLANE TO FLY THE STAR ASSIGNED AND NOT CHANGE TO RADAR
MORE FREQUENCY CONGESTION DURING EN ROUTE CENTER CONTROLLERS, 90 DAYS RECALL PERIOD
FERTILE GROUND FOR QUESTIONS: AIR TRAFFIC CONTROL COMPUTER ABILITIES. ATC PRIVATIZATION.
CONTROLLERS WORKING DIFFERENT FREQUENCIES AT THE SAME TIME IS A BIG PROBLEM.
GROUND SECURITY IN EVERY MAJOR HUB AIRPORT, CHECKED BAGGAGE QUESTIONS, NEED TO ADDRES THIS SAFETY THING
OVER CONGESTION AT THE AIRPORTS
R SAID THEY NEED A SECONDARY BARRIERIN THE COCKPIT
SECURITY REGARDING THE AIRPORT WORKERS(CATERERS, FUELERS) SHOULD BE ADDRESSED
SAFETY ISSUES [AIRCRAFT TYPE X] SUPPLEMENTAL RULES- DUAL SET OF RULES SUPPLEMENTAL MUCH MORE LENIENT. CREW REST-FATIGUE
MULTIPLE CLEARENCES TO MULTIPLE RUNWAYS AT [AIRPORT X] , PROBLEM WITH LAST MINUTE CHANGES ?????
TOO MANY REGIONAL JETS CLOGING UP TERMINAL CONTROL AREAS
COMMUNICATION INTEGRITY ON THE RADIOS
CONGESTION AT MAJOR AIRP[ORTS IE-DFW AND ORD I'VE GOTTEN UP TO 3 RUNWAY CHANGES IN 1APPROACH ATC IS OVERWORKED AND THINGS START TO FALL APART.
QUESTIONS ABOUT FATIGUE ISSUES AND CREW SCHEDULING ISSUES FROM DAY TO NIGHT, CUMULATIVE EFFECT ON HEALTH ISSUES
ROUTE VERIFICATIONS WITH TERRAIN SEPARATION BASICALLY DRIFT DOWN FACTORS
AIRCRAFT TAKE OFF PERFORMANCE AND OBSTACLE ACCOUNTABILITY
BLOCKED RADIO CALLS-CROWDED FREQUENCIES
HAD TO DEVIATE OVER BALLOONS ON ILS OF 4000 FT ,LAUNCHED ON [DATE X]
THE R SAID THAT THE PEOPLE IN AIRPORT X WHO HAVE THE FLOW CONTROL NEEDS TO UPDATE MORE FREQUENCYBECAUSE MANY TIMES THE PLANESARE SITTINGON THE GROUNDLONGER THAN NECESSARY .THEY REALLY DONT KNOW HOW THE WEATHER IS IN DIFFERENT AREAS.
FATIGUE ISSUES FOR PILOTS
CONGESTION OF RADIO ON THE GROUND
ASK ABOUT FIRST OFFICERS COMMUNICATION WITH THE CAPTAIN FIRST OFFICERS NEED TO BE MORE ASSERTIVE
SECURITY IS A PROBLEM. SECURITY GOING OUT TO THE AIRPLANE IS A BIG PROBLEM. IT IS NOT A PROBLEM AT EVERY AIRPORT BUT IT NEEDS TO BE CHECKED. THERE ARE TOO MANY PEOPLE TOUCHING THE PLANES OTHER THAN THE FLIGHT CREW WHO ARE NOT PROPERLY CHECKED.
BETTER HEADSET FOR FLYING TWO AUDIO INPUTS AND NOISE CANCELLING, WEATHER RADAR NEEDS TO BE ADDED WITH ADDITIONAL TRAINING AND UTILIZATION
RUNWAY INCURSIONS WERE NOT ADDRESSED.
COMING BACK FROM INTERNATIONAL FLIGHTS, SPEEDS ARE SLOWED DOWN COMING INTO THE US
ALTITUDE DEVIATIONS -WE READ BACK CLEARANCES, ATC NOT ACCOUNTABLE FOR CORRECTING RED-BACK
CREW FATIGUE REGARDING INTERNATIONAL FLIGHTS AND THE BACKSIDE OF THE CLOCK; THE MANDATORY RETIREMENT AGE OF 60 SHOULD BE ADDRESSED AND HOW PILOTS FEEL ABOUT THIS AGE DISCRIMINATION AND IF THIS RELATES TO SAFETY AT ALL
PASSENGER RELATED INCIDENCES THAT DON'T REQUIRE DIVERSIONS
LACK OF TCAS IN AIRCRAFT. FREQUENCY CONGESTION IN DENSITY TRAFFIC AREASA IS TOO MUCH FOR HUMANS TO HANDLE.
VERBAL COMMUNICATIONS PROBLEMS- UNRELIABLE AND CONGESTED

D3A
TRAFFIC CONGESTION
RESOLUTION ALERTS AND TRAFFIC ADVISORIES OFTEN GO UNREPORTED
CLUTTERED RADIO FREQUENCY
HAD 2 RA IS PAST 6 MONTHS HAD TO USE TCAS CAUSE ATC WASN'T DOING THEIR JOB. ONE IN [LOCATION X] AND 1 IN [LOCATION X]. ATC MUST NOT HAVE CONTROL OF LITTLE PLANES. ATC NEEDS MONEY+TECHNOLOGY .
FATIGUE
COCKPIT NEEDS LOCK FROM INSIDE AND DONE IMMEDIATELY
HARD TO CONFIGURE AND SLOW DOWN AND PLAN WITHIN THE LANDING ZONE. RUNWAYS SHOULD HAVE ILS AND BME. LACK OF VISUAL APPROACH. THE BUSIEST AIRPORTS SHOULD HAVE VAC ON EVERY RUNWAY.
IN FLIGHT SECURITY
R SAID BETTER CLARITY OF CROSSING RESTRICTIONS
1.SPEED CHANGES2.R SAID THEY NEED HF RADIOS; WILL REALLY HELP COMMUNICATION
TAIX INSSTRRUCTION AT CONGESTED AIRPORTS, TAXI WAY SINAGE AT CONGESTION AIRPORTS
CREWMEMBER FATIGUE
R SAID PROBLEMS WITH ATC,NON STANDARDIZATION
ATC AIRSPEED ASSIGNMENTS ON APPROACH ,SPECIFICALLY MAINTAINING HIGH AIRSPEED ASSIGNMENT LATE IN THE APPROACH.
WE OPERATE OUT OF AN AIRPORT IN THE LOCATION X AND THERE ARE X MAJOR AIRPORTS TOGETHER. THE CONTROLLERS ARE OFTEN TRYING TO GIVE US A CLEARNACE WITH A TAILWIND COMPONENT. THEY TRY TO DO THIS TO EXPIDTE TRAFFIC AND ITS NOT SAFE.
WHAT PERCENT OF THE TIME DO WE HAVE FAMS ON BOARD.D
CONTROLLERS GIVING ROUTE CHANGES WITHOUT PROPER PHONETIC IDENTIFICATION OF NAVAID-A.T.C DOESN'T UNDERSTAND THE LIMITATIONS ASOCIATING WITH ROUTE REPROGRAMMING IN MODERN F.M.S EQUIPED
FREQ CONGESTION,WEATHER UPDATES ARE ARCHAIC
DISPATCH OF THE AIRCRAFT, PREFLIGHT PLANNING
AIRPORT CONGESTION ON FINAL AND TERMINAL TO KEEP THEIR SPEED UP.
TAXIWAY MARKINGS ARE ONE OF HIS CONCERNS.
SECURITY
WORK TIME LIMITATIONS
WORKLOAD-CREW CO-ORDINATION ISSUES-PILOTS FATIGUE -SLEEP DEPROVATION
AIRCRAFT SEPARATION
RESPONDENT SAID THERE ARE MANY RUNWAY MARKERS THAT ARE NOT AT MANY AIRPORTS
CREW FATIGUE
LAND AND HOLD SHORT OF
TOO MANY MULTIPLE DEPARTURES IN TOO MANY AIRPORTS, APPRAOCHING THE DANGEROUS SIDE.
FATIGUE ISSUES- HAS BECOME A FASHION OF THE INDUSTRY
QUESTIONS ABOUT LIGHTENING STRIKES
PILOTS FATIGUE
FATIGUE ISSUES, SECURITY ISSUES
1. CARGO SECURITY 2. KNOWN SHIPPER PROGRAM FOR OVERSEAS CARGO IS A FARCE. ANYONE COULD HIDE IN A CARGO BOX. THIS IS R EXAMPLE
OVERCROWED & RAMP CONGESTION AT [AIRPORT X]
RUNWAY INCURSION HOTSPOTS: DEFINED BUT NOTHING SAID ABOUT THEM; NO ADDITIONAL INSRUCTIONS BEING GIVEN ABOUT WHAT THE TRAP IS AT THAT SPOT
MANDATED CHECKLIST RESPONSES IN THE COCKPIT SOMETIMES INTERFER WITH COMMUNICATION FROM ATC CAUSING MISSED INSTRUCTIONS.

D3A
ATC IS A PROBLEM-MOVING TRAFFIC A PROBLEM-SO MANY TO MOVE. EVEN THO DECREASE IN FLYING,CREWS ASKED TO PUSH ENVELOPE OF CRAFT THEY ARE FLYING AND BEND RULES TO MAKE SYSTEM TO WORK
INTERSECTING RUNWAY OPERATIONS AND LANDING HOLD SHORT
DO SAFETY INSPECTION ON MILITARY PILOTS
CREW REST AND MULTIPLE LEGS WITHOUT ANY BREAKS AT ALL
SOME AIRPORTS (AIRPORT X) MAKE AN ASSUMPTION THAT YOU CAN CLEAR A RUNWAY ON A HIGH SPEED-IT CAN GIVE A START TO A NEW CREW-ASSUMPTIONS ARE MADE ON THE PART OF ATC THAT COULD GET SOMEONE IN TROUBLE ([AIRPORT Y] IS ANOTHER AIRPORT)
OCCASIONALLY THE LAY-OVERS ARE NOT LONG ENOUGH. ESPECIALLY WHEN CONSIDERING TRANSPORTATION TO AND FROM HOTELS. FREQUENTLY SCHEDULES DO NOT TAKE INTO CONSIDERATIONS CIRCADIANS RYTHM, FLYING BOTH EARLY MORNING AND BACK SIDE OF THE CLOCK ON THE SAME TRIP
OVERCROWDED AIRSPACE
FLOW CONTROL
SIMUTANEOUS OPERATION TO INTERSECTING RUNWAYS, LAND AND HOLD SHORT SHOULD BE CONCERNED
CHANGING OF RUNWAYS AT AIRPORT X DURING APPROACH 2 TO 3 TIMES
BLOCKING RADIO TRANSMISSIONS. AN INSTRUCTION IS GIVEN BY ATC, WHEN TWO PILOTS ARE TALKING AT THE SAME TIME IT BLOCKS THE TRANSMISSION ON THE RADIO. ONLY ONE PERSON CAN TALK AT A TIME. IT HAPPENS A LOT AT AIRPORT X AND TERMINAL AIRSPACE.
AMOUNT OF AIRCRAFT OCCUPYING OR TRYING TO LAND IS CAUSING ATC TO MINIMIZE SPACING- NEED TO LOOK AT PRM AND EXPANDING SPACING
IN THE MODERN AIRPLANE WITH ACCURACY CONSIDER ALL AIRCRAFT BEING RUTED RIGHT OFF COURSE FOR COLLISION OR DEVIATION PROBLEMS
PHASOLOGY PROBLEM WITH ATC BETWEEN PILOTS , INTERNATIONAL CONTROLLERS
AIRPORT CONGESTION, WE SPEND AN HOUR GETTING THERE AND THEN ANOTHER 15 MINUTES GETTING INSIDE OF THE AIRPORT. IT COULD BECOME A SAFETY FACTOR AT SOME POINT.
FOR INTERNATIONAL OPERATIONS IS THE LANGUAGE PROBLEM, FOR DOMESTIC OPERATION TCAS IS THE BEST SAFETY IMPROVEMENT TO AVIATION THAT I'VE SEEN IN 25YRS OF FLYING RECOMMEND ALL AIRCRAFT CARRY MODE C TRANSPONDERS CIVIL,CORP, COMMERCIAL
IN THE NORTHEAST CORRIDOR, GETTING A TIME SENSITIVE EXCHANGE WITH THECONTROLLER CAN BE VERY DIFFICULT IN A WEATHER ENVIRONMENT.
INTRODUCE TASER FOR COCKPIT PROTECTION
ADDRESS SCHEDULING, WHAT COMPANIES ARE DOING TO THE PILOTS-NEED FULL DISCLOSURE OF ALL ACCIDENTS IS NECESSARY FOR SAFETY
COCKPIT & AIRPLANE SECURITY
OVERCROWDING OF CONTROLLER SECTORS
VHF FREQUENCIES ARE GETTING SO CONGESTED ESP GROUND CONTROL THAT AN INCIDENT IS HIGHLY LIKELY. ALSO, IN THE US, WHEN CLEARED FOR TAXI, THE TERMINOLOGY IS GIVENM TO PILOTS JSUT BEFORE TAXING...AT AIRPORT X AND AIRPORT X, CLEARANCES ARE DIFFERENT & SHOULD BE STANDARD
MORE PASSAGER MISCONDUCT QUESTION; BETTER SUPPORT FROM THE COMPANY NEEDED? COMMUNICATION DIFFERENCES FOR INTERNATIONAL PILOTS, NO STANDARDS, FATIGUE QUESTIONS
PILOT FATIGUE, CREW DUTY TIME,
SIMUTANELOUS PARRALLEL APPROACHES IN [AIRPORT X], [AIRPORT X] IS AN ACCIDENT WAITING TO HAPPEN BETTER ATC
VALUME CHANGES FROM CONTROLER TO CONTROLER
PASSENGER CONFLICTS-INTOXICATED PASSENGERS
EXPERIENCE CREW DUTY RELATED FATIGUE

D3A
RUNWAY INCURSIONS
SECURITY PROBLEMS
ATC CENTERS DONOT CLARIFY INFORMATION QUICKLY
HAVE HAD PROBLEM WITH WEATHER INFOMATION IF THEY COULD ACCUARATE WEATHER INFO TIMELY MANNER
COCKPIT SECURITY AND AREA AROUND IT
IN [LOCATION X], A BIG SAFETY ISSUE IS THAT ATC IS SPEAKING TO THE LOCATION X PILOTS IN FRENCH AND IN ENGLISH TO THE ENGLISH SPEAKING PILOTS.
AIRPORT CONGESTION DUE TO SMALLER AIRPLANES - GROUND OPERATIONS AT THE GATE (POORLY TRAINED IN LANGUAGE SKILLS)
CENTER IN APPROACH IN AIRPORT X- COORDINATION NOT GOOD-NOT ENOUGH TIME TO KNOW WHAT TO
IN RUNWAY ENVIRONMENT IS TAKEOFF AND LANDING DISTANCE CONSOLIDATION TOO TIGHT ON CLEAR DAYS, LATE IN DAY ONE CONTROLLER IS EVERYBODY
PILOT FATIQUE
OFTEN WE ARE UNABLE TO COMMUNICATE WITH CONTROLLER AS HE COMMUNICATES ON MULTIPLE FREQUENCIES AND IT IS HARD TO ESTABLISH CONTACT SPECIFICALLY WITH AIR TRAFFIC CONTROL CENTERS
GO INTO MORE DEPTH ABOUT WHAT COULD BE DONE ABOUT PASSENGER AIR RAGE AND SAFETY IMPLICATIONS
THE UNDEVELOPED INFASTRUCTURE GOOD NUMBER OF AIR PORTS ACROSS THE COUNTRY . NEED TO UPDATE THE ATC 'S RADAR SYSTEM.
CREW REST- MINIMUM CREW REST- LONG DUTY DAYS- MULTIPLE TIME ZONE CHANGES WITH MINIMUM TIME TO ADJUST THE BODY CLOCK-MULTIPLE INTERNATL. LEGS- USING F.A.R DUTY LIMITATION AS A STANDARD FOR SCHEDULING RATHER THAN A LIMITING FACTOR-FLYINGOVER8HRS W-MULT. LE
CUT BACKS IN ATC CENTER PERSONNEL, CAUSING COMMUNICATION DIFFICULTIES
NON-STABILIZED APPROACH QUESTIONS, DID YOU HAVE A GO AROUND FROMA NON-STABILIZED APPROACH
SHORT RUNWAYS AND ADEQUATE INFO ON RUNWAY CONDITIONS TO CEW MENBERS-WHEN BREAKING ACTION IS DECREASED-COMMERCIAL OPERSTIONS-AIRPORTS WHGHERE NO ATC-TOWER OPERATIONS ARE AVAILABLE
[AIRPORT X] OPERATING PROCEEDURES FOR THEIR GROUND AND TOWER CONTROLLERS ARE DIFFERENT THAN ALL OTHER MAJOR AIRPORTS. IT IS NOT THE STANDARD. THERE SHOULD BE A CHANGE
WE NEED MORE PILOT IMPUT AS FAR AS SETTING UP A T C SYSTEM.
THE ISSUE OF SECURITY AND HOW IT IS HANDLED WITH CREW MEMBERS REQUIREMENTS.
I DON'T UNDERSTAND WHY EVERY AIRPORT IN THE US DOES NOT HAVE A [COMPONENT X].
SOME AIRPORTS HAVE NOISE ABATEMENT PROCEDURES SOME ARE BAD ABOUT NOISE ABATEMENT ON TAKE
SPEED CHANGE ISSUES; MAKES APPROACH SPORTY
GENERAL AVIATION TRAFFIC IS UNUSUALLY HIGH, TWO IN PART ARE AIRPORT X AND AIRPORT X. AIRPORT X AIRPORT KEEP THE INTERVALS TOO TIGHT, THIS CAUSES OVERTAKING.
CONTROLLERS GET BUSY AND DON'T READ BACK THE CLEARANCE SOME OTHER PILOTS ANSWERS MISTAKENLY ANSWERS. SO THEN THE PILOT SAYS NO GROUND PLEASE READ BACK THE CLEARANCE
[AIRPORT X] BASE TRAFFIC FLOW SITUATION, PARTICULARLY WITH TCAS EVENTS
CREW REST AND PILOT FATIGUE - GREATLY CONCERNED
THE BIGGGEST PROBLEM WE HAVE NOW IS CONTROLLERS WORKING MORE THAN ONE FREQUENCY;THEY ARE SO OVERTASKED THAT THEY WORK 2 OR 3 FREQUENCIES AND THEN HOLLER AT EVERYONE TO SHUT UP, MOSTLY ON ARRIVAL AND AT CONFUSING DEPARTURE TIME. NOT EN ROUTE.
LANGUAGE PROBLEM ON INRTERNATION FLIGHTS
COMPANIES ARE STARTING TO USE 4-DIGIT FLIGHT NUMBERS--THAT JUST HAPPENS TO BE THE COMMUNICATION FREQUENCIES THAT WE USE; IT CAUSES CONFUSIONS-THEY'RE GIVING A COMMUNICATIONS CHANGE THAT MIGHT BE VERY SIMILAR; CHANGE THOSE FLIGHT NUMBERS
ATC ACTING RUDE, FORCEFUL, BELLIGERENT

D3A
60 DAYS NOT ADEQUATE TO REFLECT SAFETY ISSUES- I'M A PILOT WHO WORKS OVERSEAS & MOST OF THE QUESTIONS ARE RELATED TO THE SYSTEM IN THE U.S. -HAVE COMMUNICATION PROBLEMS W-A.T.C.
R SAID THERE SHOULD BE QUEST. ABOUT INTERCEPTION FOR TAKEOFFS
AMOUNT OF INFO GIVEN OUT BY A T C WHEN GIVING OUT CLEARANCES SUCH AS ALTITUDE CHANGES,HEADING CHANGES AND FREQUENCY CHANGES ALSO THE SPEED WITH WHICH THE INFO IS GIVEN OUT
NEED FOR MORE VECTOR CONTROLLERS AT SOME AIRPORTS, E.G. [AIRPORT X]
THE SEPARATION AND VOLUME OF TRAFFIC IN LARGE AIRPORTS
COCKPIT SECURITY SHOULD BE ADDRESSED MORE. THE NEW SECURITY DOORS SEEM TO BE VERY GOOD. THE BULK HEADS THAT THEY ARE FITTING THE DOORS WITH ARE NOT FORTIFYING. THEY STILL SEEM TO HAVE A WAY INTO THE COCKPIT.
FACILITY MANNING SPECIFICALLY AFTER 2200 HOURS
TERMINAL AREA FREQUENCY CONGESTION
CONTROLLERS EAGER FOR VISUAL APPROACHES
FREQUENCY CONGESTION WITH AIRPORTS, IT CAN BE REALLY DIFFICULT TO TALK
UNOUTHORIZED ADMTTANCE TO FLIGH DECK
LENGTH OF DUTY DAY
PERFORMANCE PROBLEMS WITH ATC DUE TO TEMPERATURE INVERSIONS OVER WATER
SOME OF THESE CONTROLLERS ARE WORKING 4-5 FREQUENCIES AND WHEN YOU NEED TO DEVIATE BECAUSE OF WEATHER, YOU HAVE TO TURN AWAY FROM IT AND TELL THEM YOU'RE DOING IT BECAUSE THEY'RE SO BUSY;NEED A BETTER DATA LINK OR MORE CONTROLLERS DURING STORMS
ATC SYSTEM GETTING SATURATED-CONTROLLER OVERWELMED+COMPUTERS NOT UPGRADED--INTERNATIONAL NEED CREW REST-FATIGUE
LACK OF SECURITY AT FREIGHT TERMINALS-SCREEN ACCESS TO PLANES
ADEQUATE SECURITY
PASSENGERS WITH TERRIORISM INTENT TO TAKE OVER THE AIRCRAFT.
LAHSO LAND AND HOLD SHORT OPERATIONS.
WITH THE RESTRUCTURING AND FURLOUGHS OF PILOTS, IT WOULD BE WISE TO KNOW THE STATE OF MIND OF CREWMEMBERS WHILE FLYING
REAL TIME WEATHER AN ISSUE ESPECIALLY EN ROUTE ATC WEATHER
CREW DUTY LIMITATIONS, CREW FATIGUE ISSUES
CREWMEMBER FATIGUE
AIRPORT CONGESTION
MORE FREQUENCY CONGESTION ISSUE QUESTIONS WHERE THIS IS HAPPENING,
FREQUENCY CONGESTION IS A BIG DEAL- MORE TRAFFIC PROBLEMS TOO MANY AIRPLANES IN THE AIR
MAINTENANCE ON AIRPLANES MEL (WHY IT TAKES SO LONG TO FIX),
GROUND TAXIING, AT [AIRPORT X], SIGNAGE CONFUSING
[AIR CARRIER X] AIRLINE TAXI'S TOO FAST WITH CLEARANCES, THEY WILL CUT YOU OFF IN A HEARTBEAT WHICH CREATES SAFETY HAZARDOUS
FATIGUE
FATIGUE
SECURITY CHECKS ARE EYEWASH;WE'RE CHECKING THE WRONG PEOPEL;WE NEED TO PROFILE PEOPLE-THAT'S WHERE IT'S AT NOW
WHETHER THE ALTITUDE ALERTING SYSTEM ON AIRCRAFT IS ADEQUATE, AS FAR AS ATC CLEARANCES
APPROACH CONTROOLER WILL CLEAR YOU AND THEN TELL YOU TO CONTACT THE TOWER, CREW COULD FORGET TO CONTACT THE TOWER
MORE ABOUT RUNWAY INCURRSIONS

D3A
THE # OF RJS THAT ARE OUT THERE.
LAND AND HOLD SHORT OPERATIONS- TRAFFIC AROUND MAJOR AIRPORTS
WITH AIR TRAFFIC CONTROLLERS NOT HEARING READBACKS PROPERLY, WHEN A N ERROR IS MADE HE IS NOT CATCHING IT THEY DO NOT LISTEN PROPERLY
CONCERNED ABOUT REGIONAL JETS AT HIGHER ALTITUDES-COULD DECREASE SAFETY FACTOR, OVER-TAX ATC
POORLY MARKED TAXIWAYS
CONTROLLERS CLEARING YOU FOR LANDING OR TAKE-OFF WITH MINIMAL CLEARANCE BETWEEN PLANES
FEDS NEED TO TELL AIRLINES TO DO A LARGER DISPERSION OF ARRIVALS & DEPARTURES.
FATIGUE
CARGO PILOTS WHO LACK TCAS IN THEIR PLANES
ARMING PILOTS-NONE OF THE OTHER Q'S WE ASKED CAUSED 4 PLANES TO CRASH IN 1 DAY
FATIGUE FACTORS AND REALISTIC FLIGHT DUTY TIMES SHOULD BE REEVALUATED IN THE INTEREST OF SAFETY
MORE QUES. ON TAXIWAY AND RUNWAY AIRPORT SIGNAGE: WERE THE RUNWAY HOLD-SHORT SIGNS EASY TO READ AND UNDERSTAND?
INTERNATIONAL PILOTS QUALIFICATION- IE DRUG AND ALCOHOL TESTING- STUDY SAFETY WITH INTERNATIONAL AIRCARRIERS
TOO MUCH EVFIUSE PUT ON SAFETY ON TAXIING, LAST MINUTE CHANGES TO RUNWAYS THEY SWITCH RUNWAYS AT THE LAST MINUTE. EASIER ON OLDER AIRPLANES. MORE COMPLICATED ON NEWER PLANES.
SHOULD ASK FREQUNCY CONGESTION ON THE GROUND AND IN AIR
PROBLEMS WITH FATIGE AND FLYING DOMESTIC AND INTERNATIONAL FLIGHTS
TO MANY FLIGHTS HAVE THE SAME #
LEVEL OF SECURITY NEEDS TO BE ADDRESSED
FREQUENCY CONGESTION IN CERTAIN OPERATIONS(DC)
HIGH ALTITUDE ATC ISSUES
SCHEDULING ISSUES(R FLIES AIRCRAFT TYPE X).WORKING TO MANY HOURS
CREW REST AND DUTY TIME
APPROACHES ARE VERY BAD AT AIRPORT X ESP. WHEN LANDING TO THE SOUTH
PUSHING PILOTS AS FAR AS REST, DUTY CYCLE, CIRCADIAN RHYTHM
AIRPORT SECURITY--PERHAPS SCREENING PRIOR TO BOARDING
TSA EMPLOYEE QUALIFICATIONS...MY FOCUS SHOULD BE ON AIRCRAFT SAFETY WHEN IT HAS SHIFTED TO AIRCRAFT SECURITY WE'RE DOING TOO MUCH SCREENING OF AIRPORT EMPLOYEES.H
PROBLEM WITH BEING KEPT TOO SLOW AT [AIRPORT X]
USE OF SINGLE FREQUENCY IN AIRPORT TRAFFIC AREA
RELATED INCIDENTS DUE TO MISCOMMUICATION AND MISUSE OF THE ENGLISH LANGUAGE.
I DID NOT HAVE UNCOMMANDED MOVEMENTS. I ASKED THE FLAPS TO MOVE AND THEY DID NOT MOVE. YOU SHOULD ASK THIS QUESTION IN REFERENCE TO THE [AIRCRAFT TYPE X].
FATIGUE ISSUES, SLEEP ISSUES, HUB TURNS, FLIGHT ENGINEERS ONBOARD, GETTING TCAS ON PLANES
AMOUNT OF COMMUNICATION IN AIRPORT TRAFFIC AREA NEEDS TO BE REDUCED (AIRPORT X) ALSO, NOISE ABATEMENT RESTRICTIONS(AIRPORT X, E.G.)
FAR 121SUBPART Q: FLIGHT TIME LIMITATIONS AND REST REQUIREMENTS, DOMESTIC AIR CARRIERS
SOME AIRPORTS IN THE U.S. ARE FAR TOO CONGESTED & I THINK THE F.A.A. IGNORES THE FACT
CONGESTION ON ARRIVALS AND DEPARTURES ALL OVER, NOT JUST ONE PLACE
ADVISING IN FLIGHT TURBULENCE A BAD RIDE. ATC DOES NOT OFFER INFORMATION UNLESS ASKED
POTENTIAL SAFETY HARZARD AT SEVERAL EAST COAST AIRPORTS WHERE ATC CONTROLLERS ARE TOO BUSY GIVEN THE NUMBER OF AIRCRAFTS
THE LENGTH OF FLIGHT AND DUTY TIMES

D3A
REAL TIME GRAPHIC WEATHER CHARTS OF USA WILL BE GOOD
A.T.C CONTROLLERS TOO ANXIOUS TO CLEAR AIRCRAFT ON VISUAL APPROACHES WHEN REQUIRED ANOTHER AIRCRAFT- VISUAL ACQUISITIONS OF PRECEDING AIRCRAFT IS DIFFICULT TO MAINTAIN-RUNWAY AND START CHANGES DURING THE DECENT FACE CAN BE DIFFICULT TO MANAGER WITH AUTOM
BEING THE "LITTLE GUY" AT HIGH DENSITY AIRPORTS, I'D LIKE MORE HAND-HOLDING ONCE WE'RE ON THE GROUND AND GET ON THE TAXIWAY. THERE'S A HUGE AMOUNT OF GROUND TRAFFIC AND INCREDIBLY CONFUSING ON THE GROUND;IT'S VERY CONGESTED AND VERY TENSE.NEEDS IMPROVEMENT
THE APPROAACH CONTROL FACILITY PUSHING AN AIRCRAFT TO TAKE AN VISUAL APPROACH TO A LANDING WITHOUT PROPER RECOGNITION OF THE LANDING RUNWAY BY AIRCREW BEFORE ACCEPTING A VISUAL
ATC ASSIGNMENT OF TOO HIGH A AIRSPEED ON APROACH WHEN EVERY PLAN DOESN'T SLOW AS FAST AS
PILOT BELIEVES THAT SECURITY MEASURES SHOULD BE ASKED ABOUT TO KNOW WHAT IS EFFECTIVE PRACTICE AND WHAT IS INEFFECTIVE PRACTICE
TOO MANY NEW UNXPERENCED AIRPILOTS
A T C -I'M SEEING STRESS THAT I'VE NEVER SEEN BEFORE IN THE AIR TRAFFIC CONTROLLERS, BECAUSE OF THE OVERLOAD
PASSENGER DISTURBANCES BEFORE TAKE OFF ON THE GROUND
WAKE TURBULENCE ISSUE
AIRPORT SECURITY IS A JOKE, DOESN'T WORK, CUMBERSOME & TIME-CONSUMING, INCONVENIENT BOTH CREW & PASSENGERS. SHOULD HI-TECH ID FOR CREWMEMBERS SO WE DON'T HAVE TO GO THRU SECURITY. ALSO FEWER TSA WORKERS AT SECURITY & MORE POLICE W-GUNS. ALSO, CREW FATI
NOT CARRYING ALOT OF MAIL
FLOW CONTROL SYSTEM, SEPARATION ISSUES, FANS PROGRAM DESERVES DISCUSSION
THERE SHOULD BE THE SAME DEGREE OF SECURITY FOR THE COCKPITS OF CARGO PLANES [AIR CARRIER X] AS CURRENTLY EXISTS FOR PASSENGER PLANES.
WE NEED TP HAVE MORE ACCURATE WEATHER REPORTS AVAILABLE AND MULTIPLE CLEARANCE CHANGES NEED TO BE STOPPED, AND TAXI CONFUSION ON THE RUNWAYS-SIGNS ARE NOT PLACED PROPERLY
LACK OF ENGLISH SKILLS W-SOME FOREIGN CARRIERS LANDING AT U.S. AIRPORTS
TRYING TO GET MORE AND M0RE AIRPLANES INTO THE AIRPORT BY TELLING PLANES TO SPEED UP. CONTROLLERS HANDLING TOO MANY REQUENCIES AT ONE TIME
A CONTINUING PROBLEM IS CONTROLLERS TELLING US, WHEN LANDING, TO SLOW DOWN AND GO DOWN AT THE SAME TIME. WE CAN DO ONE OR THE OTHER BUT NOT BOTH AT THE SAME TIME.
NO SINGLE STANDARD FOR SECURITY MEASURES--WE STILL HAVE A PATCHWORK. MY BIGGEST PROBLEM IS THE OFF TERMINAL SECURITY-CATERING, FUEL, AIRCRAFT SECURITY--IT'S SERIOUSLY LACKING. [EVENT X]
PROBLEM W-COMMUNICATIONS BTWN CABIN & COCKPIT CREW-CABIN CREW FEELS LESS SECURE THAN COCKPIT CREW
ASK ABOUT OTHER X
CHANGES IN ROUTING TO AVOID BAD WEATHER ATC CHANGES THE ROUTE WITHOUT CONSULTING PILOT, FREQUENCY CONGESTION DURING BAD WEATHER
AIRPORTS OVERLOAD CONTROLLER CONTROLLING TO MANY AIRPLANES
MORE T-CAS QUESTION IE HOW MANY T-CAS AVOIDANCE HAVE YOU DONE?
AVIATION SECURITY QUESTIONS,
COCKPIT WORKLOADS HAVE INCREASED ENORMOUSLY;PERFRMNCE CRITERIA SET BY ATC IS MUCH TOO SMALL (E.G., TRAFFIC SEPARATION) WHICH RESULTS IN BIGGER WORKLOADS FOR LINE PILOTS;ARTIFICIAL PERFRMNCE CRITERIA IS DETRIMENTAL TO SAFETY
YOU THINK THAT IT SHOULD BE BROADER THAN A 30 DAY WINDOW.
FLIGHT PLANS SYSTEMS NEED TO SWITCH VENDERS

D3A
CREWMEMBER FATIGUE
HIJACKING
ATC IS OVER STURATED AND FREQUENCIES ARE CONGESTED
CREW MEMBER FATIGUE. TRIP PURITY. INTIMIDATION FACTOR FOR CREW MEMEBERS BEING SICK. DON'T WANT SICK LEAVE. BONUS FOR FLYING WHILE SICK.
ONLY LAST 60 DAYS. IF FOR A YEAR I COULD HAVE ANSWERED MANY MORE.PERSONAL COMPLACENCY ON APPROACHES-BORING VFR OVER AND OVER THEN SOMETHING HAPPENS. NOT ALERT AS SHOULD BE. ATC HAS ROOM FOR IMPROVEMENT AS TO WQUIPMENT, YES EXPENSIVE
PROBLEMS WITH SITUATIONAL AWARENESS OF RUNWAY POSITIONING, ERROR IN GROUND MANUVERING
PILOTS FATIGUE
FREQUENCY CONGESTION
TOO MANY INSIDE DUTIES REQUIRED BY THE PILOT, HE IS UNABLE TO LOOK OUTSIDE.
THE ATC IN-ROUTE RADAR SYSTEM NEEDS IMPROVEMENT OVER THE LOCATION X.
NOT GETTING REQUESTED ALTITUDES DUE TO RAFFIC CONGESTION IS A PROBLEM;I'D LIKE TO SEE SOMETHING DONE ABOUT WEATHER DEVIATIONS OVER THE ATLANTIC
THE MOST COMMON RECURRING BAD THING THAT HAPPEN IS FREQUENCY CONGESTION TO ATC
MODERN NAVIGATION SYSTEMS USING G P S
HAVE PROBLEMS W-FLIGHT MANAGEMENT SYSTEM & COMPUTERS
IS LACK OF REARBACK IS IT LEADING TO MORE FREQUENCY CONGESTION,
R SAID THERE ARE PROBLEMS WITH CLEARANCE, LAND HOLD SHORT
1- CHANGING OF RUNWAYS WITHIN 10 MILES IS A PROBLEM; 2- FREQUENCY CONGESTION ON DOMESTIC; 3 ON APPROACH BEING TOLD TO KEEP SPEED UP DURING APPROACH HE T; NOT HAVING ENOUGH TIME TO ADJUST TO FINAL INSTRUCTIONS TO LAND.
SURVEY ABOUT T-CAS DO YOU HAVE IT OR DO YOU HAVE.
CONTROLLERS WORKING MORE THAN ONE FREQUENCY-TOO BUSY.
GROUND CONTROL FREQUENCIES THAT HAVE HEAVY USAGE
COMMUNICATION FACILITIES NOT KEEPING UP WITH AMOUNT OF TRAFFIC, ATC OVERWORKED
RADIO TRAFFIC CONGESTION
TAKING OFF OUT OF HIGHLY CONGESTED FIELD OR AREAS, CONGESTION IS SO BAD YOU HAVE TO SIT ON THE GROUND AN EXTENDEDPERIOD OF TIME WHILE AWAITING CLEARENCE
ATC DOES NOT HAVE TO CONFIRM READBACKS, BUT SHOULD
SECURITY-SCREENING OF PASSENGERS AND CARGO MONITORING OF TSA, COMPUTER BASED ANALYSIS OF PASSENGERS
ATC CONGESTION AT AIRPORT X ON THE GROUND; THE FAA ALSO NEEDS TO ADDRESS CONTROLLERS ON DUAL FREQUENCIES
FREIGHTERS ARE NOT REQUIRED TO HAVE TCAS AND THAT'S A PROBLEM I COULD HAVE ANSWERED YES TO A LOT OF THE QUESTIONS WHERE IT NOT FOR THE 60 DAY CAP, THE SCOPE IS TOO NARROW
AIRPORT X, AIRPORT X, AIRPORT X. HAVE SIGNIFICANT ATC PROBLEMS, AIRPORT X UNUSUALLY HIGH COCKPIT WORKLOAD TO AUGMENT TRAFFIC FLOW-APPROACH CONTROL WILL GIVE MUTIPLE RUNWAY ASSIGNMENTS PRIOR TO ACTUAL LANDING. AIRPORT X, EXPECTS VISUAL SEPARATION BEYOND LE
FOR AIR CARGO PEOPLE, YOU'RE TO THE POINT OF EXHAUSTION SOMETIMES DUE TO THE NIGHT FLYING
FREQUNCY CONGESTION
ATC COMMUNICATION ONE CONTROLLER WORKING TWO OR MORE FREQUENCIES. YOU CAN'T HEAR THE OTHER SIDE OF THE CONVERSTAION AS YOU TRY TO CONFIRM AN ALTITUDE CHANGE. WHEN ATC BECOMES BUSY THEY USE NON ATC LANGUAGE NON-PHRASE OLOGY

D3A
ENTER AIRPORT HAS TO GO THROUGH SECURITY WITH PASSENGERS. BAGGAGE AND MECHANICS USE A SWIPE CARD AND GO RIGHT INTO THE HANGER AND CAN GO RIGHT TO THE RAMP. IF PILOTS HAVE TO GO THROUGH SECURITY EVERY EMPLOYEE SHOULD HAVE TO GO THROUGH SECURITY.
AUTOMATED CLEARANCE DELIVERY CHANGES NOT PROPERLY DELIVERED
SOMETIMES ATC CALLS A PLANE A NUMBER OF TIMES BEFORE THE CREW RESPONDS
CONGESTION AT MAJOR AIRPORTS, A.T.C PROBLEMS W-SIZE & SPEED OF AIRPLANES
STEPPED ON RADIO TRANSMISSION-THERE IS TECHNOLOGY TO AVOID THIS BUT IT IS NOT USED .CONTROLLER ON RADIO-SEVERAL TRANSMISSION. MAYBE COMPANIES DON'T WANT TO SPEND$ ON THESE.
QUALITY OF TRAINING
CONGESTION IN THE N E CORRIDOR
EVENTS THAT I HAVE WITNESSED OR EITHER PERSONALLY HEARD ON THE FREQUENCY, ATC USING IMPROPER CALL SIGNS AND AIRCRAFT RESPONDING TO IMPROPER CALL SIGNS FROM ATC RESULTING IN ATC CLEARANCE
TOO MUCH RAIDO TRAFFIC WITH AIR TRAFFIC CONTROLL
NON CONSISTANT SECURITY OF SEARCHING CREW PERSONNEL,
THE SYSTEM IS OBVIOUSLY BREAKING DOWN IN MY OPINION. THEY'RE OVERLOADED--FREE FLIGTH IS YEARS BEHIND WHERE IT SHOULD BE. OFEN IT TAKES MORE THAN 3 HOURS TO COMPLETE A 1 1-2 HOUR FLIGHT FROM LOCATION X TO LOCATION X.
ATC PROCEDURES NEED CLARIFICATION
CONTROLLERS NEED MORE MODERN EQUIPMENT
WE'RE GIVEN WEATHER ADVISORIES FOR AREAS THAT AREN'T RELEVENT FOR WHERE WE ARE;LOCATION X WAS WEATHER REPORTS DON'T DO ANY GOOD IF YOU'RE NOT IN THE AREA;THEY'RE RIDICULOUS
T CAS SHOULD BE MANDITORY ON ALL AIRCRAFT
DUTY LIMITATIONS,FAR'S
SECURITY! PILOTS SHOULD VOUNTARILY BE ALLOWED TO BE TRAINED BY THE FES AND BE ARMED IN THE COCKPIT WITH REAL BULLETS; THE FAA ATC NEEDS TO BE UPGRADED FROM THE '70S TECHNOLOGY.
PILOT FATIGUE, DUTY DAY
UNREQUEST CLEARANCE CHANGES
OVER CONGESTION AT CERTAIN AIRPORTS CLASS B RELATED
FINANCES JOB SECURITY SECURITY
WE SHOULD LOOK FURTHER BACK THAN 30 DAYS AT LEAST 6 MONTHS
CLEARED FOR TAKE-OFF, BUT ANOTHER PLANE WAS ON APPROACH TO SAME RUNWAY
AIR TRAFFIC CONGESTION OVER THE LOCATION X CORRIDOR PARTICULARLY LOCATION X AREA COMMUNICATION FREQUENCY CONGESTION
ADDRESS THE PRM APPROACH.
INEXPERIENCED TRAINING LEVELS OF ROOKIE FLIGHT CREW, ARE TRAINING STANDARDS KEPT HIGH ENOUGH, ARE FIRST OFFICERS BEING HELD TO CAPTAIN'S STANDARDS
HIGH AIRSPEEDS ON APPROACH RESULTING FROM ATC INSTRUCTION
VOLUME OF TRAFFIC IN LOCATION X AREA IS GETTING WORSE
AIRSPACE CONGESTION WITHIN TERMINAL AREAS
FATIGUE
RADIO CONGESTION-ATC IS NOT RESPONDING; GROUND CONGESTION; CREW FATIGUE
THE TRAFFIC CONGESTIONWITH ATC
CORRELATION OF TCAS PRESENTATION AND WHAT CENTER ADVISES WITH REGARD TO THE TCAS WITHIN A FIVE MILE RADIUS
SECURITY
LAND AND HOLD SHORT OPERATION

D3A
COMMUNICATIONS CONGESTION -EN ROUTE CENTERS SEEM TO BE OVERWORKED, CONTROLLERS CAN NOT RE-VERIFY THEIR CLEARANCE INFORMATION
LANDING AND HOLD SHORT
ASK MORE ABOUT THINGS THAT GO ON INSIDE THE AIRPORT ESPECIALLY WITH AIRPORT SCREENING PROCEDURES, ENTERING FROM THE TAR MAC AREA, WHERE DO THEY FIND THE PEOPLE WHO DO SECURITY SCREENING. WHERE DOES THE GOV'T SPEND ITS 10% AIRLINE TAX?
MAINTENANCE PAPER-WORK NOT COMPLETED PROPERLY AND ON TIME, CAUSING UNCERTAINTIES AND DELAYS
CONGESTION AND COMMUNICATION ISSUES
THUNDER STORM AVOIDANCE AND IMPERATIVE THAT WE HAVE DAT LINK INFOMRATION IN THE COCKPIT;IF WE COULD HAVE WSI INFO IN THE COCKPIT IT WOULD HELP TREMENDOUSLY;THERE ARE GAPING HOLES IN SECURITY WHEN IT COMES TO CATERING WHEN IT COMES TO BOUNDARIES-WEAKENING
LACK OF AVAILIBILTY OF PRECISION GLIDE SLOPE [AIRPORT X & AIRPORT X] INCOMPAT. OF AIRSPEEDS OF SMALL PLANES
SWAP PGM
SEVERAL TRANSPORT AIR GOERS TAXI TO FAST THEY DO 50 KNOTS 20 KNOTS IS THE SPEED.
POTENTIAL FOR RUNWAY INCURSIONS REGARDING CODED TAXI CLEARANCES
CREW FATIGUE, DIALECTS OF DIFFERENT CONTROLLERS
TTHERE IS STILL A PROBLEM WITH CONTROLLERS WORKING MULTIPLE FREQUENCIES AT THE SAME TIME, AND BLOCKED COMMUNICATION WHEN MULTIPLE CONVERSATIONS ARE TAKING PLACE AT THE SAME TIME
ATC REQUESTING AIRSPEED TO MARKER- HARD TO GET PLANE TO SLOW DOWN
TOO MUCH OVERCROWDING, RVSM NEEDS TO BE INSTITUTED MORE QUICKLY, ATC UNDERSTAFFED AND OVERWORKED
GROUND AND TOWER CONTROLLERS ARE NOT WORKING WELL TOGETHER, INCREASING THE LEVEL OF RESPECT BETWEEN PILOTS AND ATC, WORKING TOO MANY FREQUENCIES
FREQUENCY CONGESTION IN MIAMI AREA- COMMUNICATION DIFFICULTIES WITH LATIN AMERICAN CONTROLLERS IE LANGUAGE AND POOR EQUIPMENT
LAND AND HOLD SHORT OPERATIONS
GROUND MOVEMENTS--ATC CLEARED US BUT ANOTHER AIRCRAFT HAD TO STOP ABRUPTLY. GROUND CONTROL AND TOWER CONTROL INSTRUCTIONS CAN BE AMBIGUOUS-CONFUSING. NOT ALL AIRCRAFT ARE FAMILIAR WITH THE AIRPORT.
TWO MUCH VFR TRAFFIC FROM GENERAL AVIATION AND FLIGHT SCHOOL AIRCRAFT FLYING IN AND ABOUT BUSY AIRPORTS THAT HAVE LARGE JET TRAFFIC
FREQUENCY CONGESTION, NEED MORE ? 'S ABOUTIT
ATC RESTRICTIONS-ATC DOESN'T UNDERSTAND BIG PLANES CAN'T GO DOWN & SLOW DOWN SAME APPROACH-TOO MANY SLAM DUNKS
COCKPIT ACCESS DURING FLIGHT FOR PILOTS- EXITING AND RETURNING TO COCKPIT (FROM LAVATORY, ETC) WITHOUT A SECONDARY DOOR POSE SAFETY-RELATED ISSUES GIVEN [EVENT X] EXPERIENCE
JUMP SEAT PROTOCALL
DILLON 2 INTO [AIRPORT X] CLEARANCE GIVEN TOO LATE
HOW MANY RE-ROUTES DID THE PILOT EXPERIENCE? WHAT WAS THE REASON ?
QUESTIONS REGARDING FATIGUE IN GENERAL
FATIGUE IS VERY HIGH ESPECIALLY IN THE MIDDLE OF THE NIGHT ALTHOUGH WE HAVE OTHER CREW MEMBERS TO BACK US, AND DUTY CYCLE. QUESTION TO ASK IN SURVEY, HOW MANY HOURS ARE YOU ON DUTY DURING YOUR NORMAL WORK SCHEDULE? HOW OFTEN ARE YOU WORKING UPTO THAT?

D3A
CROWDING OF AIRSPACE BETWEEN DEPARTING AND ARRIVING AIRCRAFT-INCREASE IN NUMBER OF GO AROUNDS DUE TO UNSAFE ENVIRONMENT (I.E. AIRCRAFT ON RUNWAY). PERCEPTION THAT COMPANIES ARE PUSHING PILOTS TO COOPERATE WITH ATC TO ACCOMMODATE CROWDED RUNWAY CONDITIONS-
RUNWAY INCURSIONS
WEATHER DEVIATIONS ARE HUGHLY IMPACTED BY TRAFFIC CONGESTION.
R SAID AK QUESTIONS ABOUT EPGW IN REGARD TO QUESTION AH15
CREW DUTY DAYS, ESPECIALLY FOR NIGHT FLIERS. ALSO, AIRCREWS IN SHIPPING BUSINESS FEEL NEGLECTED BY
EXPAND ON ATC PROBLEMS
CONSTANT RATE APPROACHES, IS THERE SUFFICIENT TRAINING FOR THESE APPROACHES
FLYING WHILE FATIGUED , INADEQUATE CREW REST
FOCUS ON CONGESTED AIR PORTS, ATC COMMUNICATIONS
MEDIUM SIZED COMMERCIAL AIRPORTS HAVE NOT BEEN UPGRADED FOR INSTRUMENT APPROACH
RUNWAY INCURSIONS
CREW FATIGUE
THE MAJOR THING IS PASSENGER SCREENING BEFORE THE FLIGHT
ATC FREQUENCY CONGESTION
BLOCKED TRANSMISSIONS NOW SHOULD BE THE NUMBER 1 PRIORITY
AIR TRAFFIC CONTROLLERS ARE CONTROLLING TOO MANY FREQUENCY, WHICH CAUSE RESPONSES FROM PILOTS NOT BEING HEARD. IT DEFINITELY RESULTS TO ATC NOT RESPONDING TO PILOT'S 1ST CALL.
LOCATION X HAS A LANGUAGE COMM. PROBLEM WITH AIRTRAFFIC CONTROLERS
AIRPORT CONGESTION AFFECTS PILOTS COMMUNICATIONS
ARRIVAL RATES AT SOME AIRPORTS ARE A LITTLE HIGH-GET EVERY BODY IN SEPARATION IS REDUCED +COULD COMPROMISE SAFETY
THE SECURITY ISSUES
DID NOT RECEIVE CLEARANCE LANDING FROM TOWER AND WE HAD TO ORIGINATE REQUEST NO HANDOFF FROM APPROACH CONTROL TO TOWER CONTROL.
OPERATIONS IN S.AMERICAN-LATIN AMERICAN AIRPORTS-ENVIRONMENTS
CONTROLLER IN MORE THAN ONE FREQUENCY
NORMAL COMMUNICATING LANGUAGE BARRIERS
NEED BETTER RADAR-RADIO IN CARRIBEAN --ALSO INCREASE TRAFFIC MAKE IT HARD TO COORDINATE CLEARANCES. THEY IN 50'S +60'S
ASK ABOUT SPECIFIC AIRPORTS
FREQUENCY CONGESTION
SECURITY PROCESS ON THE GROUND, FRUSTRATING, INADEQUATE, A JOKE, PILOTS BEAR THE BRUNT OF IT
SECURITY IN GENERAL
INCONSISTENCIES BETWEEN DIFFERENT APPROCAH CONTROL AND TOWER CONTROLLERS AROUND THE COUNTRY. WHY IS THIS SO DIFFERENT. EVERY BUREAUOCRACY WANTS THEIR OWN
WEATHEER IS INCLEMENTAL THERE SHOULD BE SOMETHING ON THE WEATHER BRIEFING THAT GIVES A EXPECTED TIME OF DELAY FOR FLOW CONTROL. THIS IS SPECIFICALLY TO [LOCATION X] AND [LOCATION Y]. PEOPLE SHOULD BE TOLD WHAT NUMBER THEY ARE FOR THE APPROACH .
CREW REST FITIGUE
A T C INSISTENCE IN USING COMMON NAMES FOR I C AO
CHANGING RUNWAYS WITHIN 10 MILES IS A SAFETY PROBLEM WITH [AIRCRAFT TYPE X] AND [AIRCRAFT TYPE X]
THE NEW ISSUE OF AIRPORT CAPACITY;NOW WE'RE BENDING THINGS EVEN MORE WITH REDUCED SEPARATION BEHIND A [AIRCRAFT TYPE X]-THEY ONLY GIVE YOU 2 1-2 MILES RATHER THAN 5;YOU MAY ONLY BE 3 1-2 MILES BEHIND A [AIRCRAFT TYPE X]-I WON'T ACCEPT THOSE CLEARANCES-THAT'S HOW IT SHOULD BE.

D3A
RADIO CONGESTION - TERMINAL AREAS.
GROUND CONGESTION AND GROUND HANDLING OF PILOTS AND CONTROLLERS, INTERSECTION AND TRAFFIC CONGESTION
1: AIRPORT CONGESTION. 2: LAST-MINUTE RUNWAY CHANGES TO ACCOMMODATE MORE PLANES. 3. AIRPORT X HAS PRM APPROACH RESULTING IN TOO CLOSE TO EACH OTHER
PILOT TO CONTROLLER COMMUNICATIONS AIR TRAFFIC TALKING WHEN PILOTS ARE TRYINF TOP RESPOND AND ARE NOT LISTENING
IF THE WORD CRITICIAL WAS NOT IN THE QUESTION ABOUT COMMINICATING WITH AIR TRAFFIC CONTROL IN A TIME CRITICAL SITUATION I WOULD HAVE SAID YES, BUT THIS HAS GOTTTEN BETTER SINCE [EVENT X]
CONCERNED AND FRUSTRATED WITH THE DOTS INSISTENCE OF PUBLISHING ON TIME PERFORMANCE SPECIFICALLY DEPARTURE PERFORMANCE AS IT MAY LEND TO UNSAFE SITIATIONS FOR DEPARTURE.
AIRPORT SIGNAGE, LACK OF FEEDBACK FROM FOREIGN ATC, RUNWAY INCURSIONS
INTERNATIONAL GROUND OPERATIONS - TAXING; COMMUNICATION PHRASIOLOGY AND INTERNATIONAL
AIRSPACE SATURATION
ATC AND WAKE TURBULENCE SEPARATION POLICIES
PILOT FATIGUE
ISSUES WITH RNAV FMS PROCEDURES WITH ATC GROUND PERSONNEL-IN CONFLICT WITH LNAV FMS SYSTEMS
TOO MANY AIRPLANES,NEED TO HAVE A VERY VERY CONTROLLED ENVIRONMENT
DIRECT ROUTING POINT TO POINT INSTEAD OF HIGHWAYS FLOW CONTROL
QUESTIONS ABOUT QUALITY OF AIRPORT SCREENERS, QUALITY OF PERSONS WHO CATER THE AIRCRAFT, SCREENING OF AIRCRAFT MEALS
A.T.C. NEVER WORKING MORE THAN ONE FREQUENCY AT A TIME. ALSO R CAN'T HEAR WHAT'S GOING ON WITH MILITARY.
UNDERSTANDING THE X AND X
MID AIR CONLUSION BETWEEN CONTROLLED AIRCRAFT & UNCONTROLLED VFR TRAFFIC.
ON-GOING HASSLE OF SECURITY
SECURITY ISSUES
WITH THE TRANSITION TO COMPONENT X SITUATIONAL AWARENESS WITH BE REDUCE BOTH INFLIGHT AND ON THE GROUND
CRM (CREW RESOURCE MANAGEMENT), ABILITY OF CREW MEMBERS TO ACT AS A GROUP AND COME UP WITH PROPER SAFETY RESULTS WHEN OPERATIONING IN AN UNSUAL SITUATION.
TCAS SHOULD BE A NATIONWIDE REQUIREMENT
FREQUENTLY DEPARTING THE GATE AT THE BUSY AIRPORTS, WE GET GROUND DELAYS THAT ARE UNEXPECTED AND CONSEQUENTLY WE HAVE FUEL CONCERNS THAT YOU CAN'T PREDICT AND HAVE OCCASION WHERE I'VE HAD TO RETURN THE VEHICLE FOR FUEL; AT TIMES I TRY TO GUESS AND ADD MORE
FREQUENCY CONGESTION IS A MAJOR PROBLEM
SOME OF THE BEHIND THE CLOCK FLYING RULES ARE SAME AS DAY FLYING; DUTY TIME SHOULD BE LESS AT NIGHT; CREW REST SHOULD BE LONGER WHEN FLYING AT NIGHT
PILOT FATIGUE
HOLDING
DIFFICULTY IN COMMUNICATING WITH ATC WITH MULTIPLE AIRPORTS AND VECTORS SO MUCH CONVERSATION GOING ON REDUCE RADIO COMMUNICATION TO A MINIMUM WOULD REDUCE CONGESTION
FATIGUE
WAKE TURBULANCE--WE DON'T HAVE ENOUGH SEPARATION BETWEEN THE AIRCRAFT TYPE X AND OTHER HEAVY JETS-PARTICULARLY ON VISUAL DEPARTURES ON RUNWAYS CLOSELY SPACED
DISTRACTED BY EXCESS SECURITY-PILOTING OF THE AIRPLANE BECOMES LESS IMPORTANT

D3A
COMMUNICATIONS BETWEEN ATC AND THE AIRCRAFT
IN THE TERMINAL AREA , GROUND OPERATION, DEALING WITH GROUND CONTROL AND NUMEROUS CHANGES IN THE AYTIS.
SAFETY NOT BEING ADDRESSED - QUALITY OF PILOTS AND MECHANICS CAN BE IMPROVED
I DON'T LIKE THE WAY WE RECEIVE WEATHER INFO. PILOTS NEED GROUND BASED WEATHER BASED INFO IN REAL TIME IN COCKPIT. RADAR ITSELF IS NOT ENOUGH. METEOROLOGISTS SHOULD E-MAIL OR CELL PHONE INFO TO PILOTS AND BOATERS. SHOULD HAVE BEEPING SOUND ON OU
I FEEL THAT ONE OF THE BIGGEST PROBLEMS WE HAVE IS TERMINAL AREA CLEARANCES PARTICULARLY AROUND THE LARGER CITIES, LIKE [LOCATION X].
LANGUAGE BARRIER
GOT TCAS RESOLUTION ADVISORY IN NE CORRIDOR -VERY BUSY DUE TO DIFFERENT ATC FREQUENCIES FOR SAME AIRSPACE
FLIGHT AND DUTY TIMES, ESPECIALLY WITH RESPECT TO THE CARGO CARRIERS
COMMUNICATION WITH A T C
WESTERN CITIES THEY ARE ALWAYS EXPERIENCING DEPARTURE DELAYS FOR 20 MINS. OR MORE TO GO INTO SATURATED AREAS ABOUT 50% OF TIME WHEN THEY TAKE OFF AND HANDED OVER CENTRAL CONTROL THEY HAVE THEM SPEED UP AS MUCH AS HUMANLY POSSIBLE.
ONE CONTROLLER CONTROLLING MULTIPLE FREQS
UNANSWERED CALLS ON A T C,CONGESTION,WRONG FREQUENCY ASSIGNMENTS 99%ENROUTE
PUT DME ON ILS
ARE THE SOP'S OF THE PROGRAM APPROPRIATE?
LOT OF FREQUENCY CHANGES, HAVE TO MOVE FROM ONE FREQUENCY TO ANOTHER ALONG ROUTE, NUMBER OF SMALL JETS GROWING
SECURITY PROCEDURES RE FLIGHT CREWS - PUTTING ENERGY IN WRONG DIRECTION
OF THE WORD NEARLY.AIRPLANES DONT USE THAT WORD IN AVAITATION
ATC PROBLEMS, LANGUAGE PROBLEMS INTERNATIONALLY, MISUNDERSTOOD CLEARANCES
HAVING TROUBLE HEARING THE ATC IN THE ROLLOUT PART OF THE LANDING
STERILE COCKPIT BELOW 10,000 FEET
THE PILIOT THAT ARE INSTRUCTORS HAVENOT ENOUGH TIME TO TRAIN.ARE NOT BEING TRAINED WELL ENOUGH NEW PILIOTS
TOO MUCH TRAFFIC CONGESTION, TOO MUCH ARGUING WITH ATC
CLOSELY SPACING AIRCRAFTS UNDER VISUAL CONDITIONS.
PILOT FATIGUE BECAUSE OF TIME ZONE CHANGING
[AIR CARRIER X] ARE TAXING TOO FAST AROUND THE AIRPORT, ATC SYSTEM IS VERY ANTIQATED,
CONGESTION ON THE MOST BUSY FREQUENCIES
SOME INQUIARY INTO LAND & WHOLE SHORT OF ACTIVE RUNWAYS.
WHEN ATC ISSUES A CLEARANCE AND IT IS REPEATED BACK TO THEM BY THE CREW AND IT IS INCORRECT, ATC OFTEN DOES NOT CORRECT THE INVALID CLEARANCE.
LACK OF TRANING IN THE FLIGHT DEPT IN [AIR CARRIER X]
FATIGUE
R SAID MORE SHOULD BE DONE ABOUT MAINTANACE
NO ARUL ALERT FOR THE ALTITUDE AT ALTITUDE [AIRCRAFT TYPE X] SHOULD BE MANDATORY, TEST THE RADIATION LEVELS CONSUMED FOR ALL FLIGHT CREW IN COCKPIT? MAGNETIC AND COSMIC RADIATION
ATC OVERLOADED IN AMERICA--NEEDS PRIVATIZATION
ALL OF ATC COMMUNICATION ARE VERBAL. HARD TO UNDERSTAND SOMETIMES
CREW DUTY LENGTH-PILOT FATIGUE

D3A
RUNWAY INCURSIONS DUE TO POORLY MARKED TAXIWAYS
SEPARATION BETWEEN AIRCRAFT ON PARRALEL APPROACHES WHERE RUNWAYS ARE CLOSE. [AIRPORT X] AND [AIRPORT X]
SECURITY ISSUES AT AIRPORTS
ASK QUESTIONS RE CONDITIONS OF MOUNTAIN WAVE ACTIVITY; ON APPROACH ATC SOMETIMES OVER-CONTROLING
RESPONDENT SAID THAT ATC IS MANY TIMES ON SEVERAL FREQUENCIES AND THIS MAKES SITUATIONS
CONTROL OF AIRCRAFT IN CLOSE PROXIMITY TO AIRPORTS. BEING AT AN AIRSPEED YOU WOULD RATHER NOT BE
SECURITY ON THE GROUND BEFORE CLOSING CABIN DOORS
CONTROLLERS WORKING MORE THAN ONE FREQUENCY AT THE SAME TIME, SOMETIMES OVERLOADED ESPECAILLY DURING OFF-PEAK TIME WHEN PREHAPS ONLY ONE CONTROLLER AVAILABLE
CREWMEMBER FATIGUE
CREW FATIGUE
ATC SYSTEM CAPACITY ISSUES
FATIGUE ISSUES AND BACK SIDE OF THE CLOCK
HOW MANY TIMES HAVE YOU HAD TO ESTBLISHED DECENDING ALTITUDE IMPOSED RESTRICTION
INTERNATIONAL DEPARTURE AND ARRIVAL PLATES SHOULD BE REVISED TO BE SIMPLIED AND TO INCLUDE STANADARD ARRIVAL - DEPARTURE FREQUENCIES AT INTERNATIONAL AIRPORTS. INTERNATIONAL TRANSITION LEVEL SHOULD COINCIDE WITH US TRANSITION LEVEL(MOST UNSAFE PROCEDURE
WORK LOAD IN THE COCKPIT GOES UP BECAUSE OF AN AIRSPEED CAUSING A DEVIATION, SEPARATION REQUIREMENTS, DOES NOT INDICATE THAT PROBLEM .
APPROACH SPEEDS ARE TOO HIGH
READING BACK OF CLEARNACES BY ATC, NOT REALLY PAYING ATTENTION; THERE ARE STILL A LOT OF POOR MARKINGS AT MAJOR AIRPORTS AT INTERSECTIONS ESP [AIRPORT X]
ATC DOES NOT HAVE ADEQUATE VHF FREQUENCIES. IF THERE'S A STUCK MIKE, PILOTS ARE TOLD THERE IS NOT ENOUGH FREQUENCIES. FCC ALLOCATION OF FRIEQUENCIES ARE INADEQUATE. - DME AND DOR IS ANIQUATED AND ARCHIAC IN LIGHT OF THE NEW TECHNOLOGIES. WE NEED WORLDWID
ATC-ON LANDING CLERENCES- IT IS STANDING PRACTICE MILES BEFORE YOU LAND. RUNWAYS SHOULD BE CLEAR OF TRAFFIC BEFORE LANDING CLEARENCE INSTRUCTIONS GIVEN. SHOULD FOLLOW INTERNATIONAL PROCEDURES. ATC IS UNDER STAFFED. MAY BE DOING SEVERAL FREQUENCIES.
CRM (CREW RESOURCE MANAGEMENT) BRAKE DOWN
LANDING AND HOLD SHORT, CREW REST, BIGGEST CONCERN IS FREQUENCY CONGESTION.
FLIGHT AND DUTY TIME REGULATIONS
WEATHER REROUTING WITHOUT CONSULTING FLIGHT CREW
ATC HOLDING PLANE TOO HIGH & SLAM DUNK LANDING
FATIGUE;
PRESSURE FROM MANAGEMENT TO FLY WHEN YOU ARE ILL.
OVERALL RADIO CONGESTION, NEED SIGNS TO TELL PILOTS TO SWITCH TO GROUND FREQUENCY
CONTROLLERS SHOULD NOT BE USING TWO OR MORE FREQUENCIES AT ONCE.
RESERVE FUEL MIN. ARE NOT ADEQUATE, CREW REST SHOULD BE EXTENDED
LANDING CLEARANCES NEED TO BE MONITORED, SOMETIMES GIVEN IN LAST 500 FEET, SAFETY BEING
CONGESTION ON GROUND AND IN TERMINAL AREAS
COMMUNICATION AND TCAS INFORMATION -CONGESTION ISSUES WAY TO IMPROVE IT USING TECHNOLOGY, MORE INFO AVAILABLE ON TCAS SCREEN PROXIM TRAFFIC HEADING
A T C UNDER STAFFED AND FREQUENCY CONGESTION
AIRSPACE RESTRICTIONS IN AND AROUND LOCATION X (AIRPORT X) AND AIRPORT X...

D3A
VECTORING AROUND WEATHER , HOW ACCURATE GROUND BASED RADAR IS IN PREDICTING WEAATHER, WE SHOULD ASK HOW EFFECTIVE GROUND BASED RADAR IS IN HELPING TO AVOID SEVERE WEATHER
CREW FATIGUE - DUTY TIME AND SCHEDULING
SITUATIONS INVOLVING IN ROUTE HOLDING DUE TO AIR TRAFFIC CONTROL CONGESTION.
R SATHERE ARE MANY PROBLEMS WITH GROUND MOVEMENT ISSUES
FLYING MORE THAN 4 LEGS A DAY AND LONG HOURS
PARTIAL ENGINE FAILURES AND CREW REST
CONTROLLERS ASSIGN PILOTS ALTITUDE AND AIRSPEED ASSIGNMENTS THAT ARE TOO HIGH AND TOO FAST IN ORDER FOR THE FLIGHT CREW TO GO DOWN AND SLOW DOWN AT THE SAME TIME
ASK DO YOU FEEL ASA PILOT THAT YOU FELT RUSHED DUE TO TIME CONTRAINTS PUT ON BY THE COMPANY? IT'S AFINE LINE BETWEEN HURRYING AND CUTTING CORNERS AND NOT ADDRESSING THE SAFETY ISSUES.
SECURITY IF CAPT ARE BEING MADE AWARE OF ALL THE SECURITY ENHANCEMENTS, DO YOU FEEL SECURITY IS SUFFIECIENT ,
SEE REMARKS
CREWMEMBER FATIGUE, DOMESTIC AND INTERNATIONAL DUTY TIMES
COMMON SECURITY CONCERNS RELATED TO CARGO, INADEQUATE LIGHTING FOR LOW VISIBILITY CONDITIONS 3, PILOT FATIGUE IS A BIG CONCERN.
ONE CONTROLLER WORKING SEVERAL FREQUENCIES AT THE SAME TIME
PASSENGER AIR RAGE
LAHSO AT MAJOR HUB AIRPORTS
[AIRPORT X] ARE FAMOUS FOR STACKING THEM IN SO TIGHT THAT YOU WILL GET SO CLOSE TO THE OTHER PLANES THAT YOU MUST BE CAREFUL.
SECURITY ISSUES ARE UPPERMOST ON MY MIND.
RE A.T.C STAFFING IN GENERAL; NOT ENOUGH
TERMINAL APPROACH CONTROL AT AIRPORT X CONTROLLING MORE THAN ONE FREQUENCY.
SCHEDULING LIMITS,NIGHT DUTY LIMITS AND CHANGINGING THE NIGHT -DAY FLYING PATTERNS
CONGESTION ON APPROACHES ARE BECOMING QUESTIONABLE IN TERMS OF CAPACITY AND SAFETY
TRAFFIC CONGESTION ON THE GROUND AT MOST MAJOR AIRPORTS. ALSO SOME OF THE AIR TRAFIC AT SOME OF THE MAJOR AIRPORT IS VERY CONGESTED.
ASKING ABOUT CONSTANT CHANGES OF ARRIVAL CLEARANCE IN THE AIRPORT X TERMINAL AREA
X1
PARANELL RUNWAYS WE ARE TALKING TOMAY HAVE 2 CONTROLLERSAND THEY CANT HEAR THE CONTROLLERS
AIRSPACE CONGESTION; ATC CONTROLLERS NEED TO GIVE PILOTS MORE RESPECT, NOT BE SO ABRUPT AND INSENSITIVE TO PILOTS PROFESSIONALISM AS SOME INSTRUCTIONS ARE JUST NOT REASONABLE ESPECIALLY FOR OLDER AIRPLANES WITHOUT FMC-FMS CAPACITY.
THE TIME FRAME OF 60 DAYS IS TOO SHORT FOR SOME OF THE AIRPORTS YOU'RE TALKING ABOUT HAVE THESE INCIDENTS HAPPEN AT CERTAIN TIMES OF THE YEAR.
DIVERTING FLYING AIRPLANE TO PROTECT IT
CREW TURBULENCE CAUSED BY SECURITY WHILE IN FLIGHT
ASK ABOUT COMMUNICATION PROBLEM S LIKE CROWDED FREQUENCIES, ONE PERSON DOING MULTIPLE JOBS ON SAME FREQUENCY IT GETS CONFUSING, MANNING PROBLEMS
PILOT FATIGUE AND DURATION OF DUTY DAYS
EXPAND QUESTION CONCERNING CONTROLLER WORKLOAD
THE QUAILITY OF A.T.C.- HOW WELL A.T.C DOES THERE JOB
CHANGING OF APPROACHES WHEN BUSY IN TERMINAL AREA
MORE ? CONCERNING A T C COMMUNICATION

D3A
AIRCREWS TOO CONCERNED W-REGS. & NOT COMMON SENSE. INSTEAD OF THINKING IS THIS ATC REQUEST SAFE, PRACTICAL, ETC, THE CONCERN IS, IS IT LEGAL? FAA HAS BECOME
CONGESTION ISSUES ON GROUND AND APPROACH CONGESTION
CREW RESOURCE MANAGEMENT
MISUNDERSTANDING ATC AND PILOTS(CLEARAN MADE BY PILOTS , NOT CORRECTED BY ATC)
WHEN A CONTROLLER IS WORKING SEVERAL FLIGHTS ON DIFFERENT FREQUENCIES
SCREENING OF AIR CREWS-10-15 POTENTIALLY DANGEROUS PEOPLE ARE LET THRU W-O SCREENING FOR EACH TIME A CREWPERSON IS WANDED
R SAID ASK MORE QUEST. ABOUT THE WEATHER , ASK ABOUT HEAD WINDS
PILOT FATIGUE
FOREIGN CONTROLLER HAVING DIFFICULITY WITH ENGLISH LANGUAGE.
CONTROLLERS NOT BEING RESPONSIBLE FOR READ BACKS FROM PREVIOUS GIVEN CLEARANCES.
GOT AN AMBIGUOUS CLEARANCE TWICE. CONTROLLER USED INCORRECT NAME-SAME ONE TWICE--FEMALE BOTH TIMES IT WAS SAME CLEARANCE
OVER THE PAST YEAR INSTEAD OF LAST 30 DAYS
CREW FATIGUE AND DUTY SCHEDULE, SHORTER OVERNIGHTS
CREW FATIGUE
PILOT FITGUE ISSUE
HOW SAFE DO CREWMWMBERS FEEL WITH NEW SECURITY RULES FROM FAA
GROUND MOTION SAFETY ISSUES,E.G., TAXIING IN THE MIDST OF HEAVY TRAFFIC ON THE GROUND
VISUAL APPROACH LEAVES A LOT OF SAFETY CONCERNS IN AIR SPACE WITH GO-AROUNDS. INSTRUMENT APPROACH IS MORE SAFE THAN VISUAL APPROACH.
LOCK-DOOR PROCEDURES-FOR INSTANCE, IF I NEED TO USE THE BATHROOM, THE CAPTAIN NEEDS TO GET UP TO UNLOCK & RELOCK THE DOOR. MOMENTARILY, NO ONE IS FLYING THE PLANE
FATIGUE-CREW REST.
QUESTION ABOUT THE WAY AIRLINES WORK WITH FAA. THE WERE TEACHING SOMETHING WRONG BUT THEY HAD TO GET FAA APPROVAL TO CHANGE IT TO THE CORRECT ANSWER. THEY ARE HESITANT TO PUT TECHNIC IN BOOKS. THE COMPANY DOESN'T WANT TO GIVE THEM TECHNIQS
FATIGUE, DUTY TOO LONG, ESP. AT NIGHT
MISCOMMUN BETWEEN PILOT & ATC CAN RESULT IN SAFETY ISSUES ALREADY MENTIONED
CONGESTIONS DUE TO THE INTERMIX OF LARGE COMMERCIAL AIRCRAFT AND SMALL REGIONAL JETS
STANARDIZATION OF AIRPORT MARKINGS,
AIRFIELD CONGESTION & ALSO TERMINAL PHASE OF APPROACH
[AIRPORT X] APPROACH, 5-20 MILES OUT TOO LOW IN ALTITUDE, DOWN TO 3000 OVER [LOCATION X], UNSAFE CONDITION, AIR SPEED LIMIT RESTRICTIONS UNCLEAR
LACK OF ENGLISH FLUENCY AT INTERNATIONAL AIRPORTS IS A PROBLEM; LATE GO-AROUNDS WHEN LANDING DUE TO HIGH TRAFFIC VOLUMES IS A BIG SAFETY ISSUE
PILOTS S-B ALLOWED TO FLY AFTER AGE 60
HIGH STARTS AND FAST STARTS.
AT SOME BUSEY AIRPORTS DON'T HAVE TIME TO ATC-- THESE ARE DIFFICULT SITUATIONS---ILS APPROACH INSIDE MARKER BUT HADN'T ACCEPTED GLIDE SLOPE BEFORE ACEPTING LOCALIZING
CREW DUTY DAY, THERE IS NO ASSIGNED DUTY PERIOD FOR RESERVE PILOTS. AMBIGIOUS TERMINNOLOGY IN FAR. THEY HAVE UNLIMITED DUTY DAY SOMETIMES
TOO MANY PLANES TOO MUCH COMMUNICATION TRAFFIC TOO MUCH CONFUSION
SERIOUS CONCERNS ABOUT FUEL SHORTAGES AND CERTAIN AIRLINE TACTICS, AND A.T.C. PROCEDURES

D3A
THE SKIES ARE TO CROWDED AND THE CONTROLLERS AND PILOTS ARE TO BUSY IN THE APPROACH DEPARTMENT: A GOOD EX :AIRPORT X
SECURITY AREA CONCERNS - OUT OF A MILITARY PRESPECTIVE - SCREENING AIRCRAFT CREWMEMBER IS A POOR USE OF TIME WOULD BE BETTER SERVED TO SCREEN POSSIBLE THREAT - FOCUS ON HIGH THREAT NOT THE LOW
AIR TRAFFIC IS NOW SO HEAVY THAT SEPARATION BETWEEN PLANES IS NOW LESS THAN IT SHOULD BE FOR SAFETY REASONS
GROUND CONGESTION AND CONFUSION ON THE GROUND
THERE ARE SECURITY CHECKERS AT AIRPORTS WHO CANNOT SPEAK ENGLISH; NO CARRY- ON LUGGAGE SHOULD BE ALLOWED ON PLANES
AIRLINE PILOT FATIGUE
WHEN THE TOWER OPERATOR IS HANDLING CLEARANCE, GROUND AND APPROACH CONTROLS ALL AT NIGHT
LACK OF HONEST COMPLETE REPORTING OF THE AMOUNT OF SCREENING THAT IS DONE TO CARRY ON BAGGAGE AND BAGGAGE THAT CHECKED IN
THE MAIN ONE FOR ME IS: ON A DESCENDING THRU CONFLICTING TRAFFIC ALTITUEDE WHILE MAINTAINING VISUAL CONTACT.
CANADIAN CONTROLLERS ARE SENDING PILOTS BACK TO US CONTROLLERS, AIRSPACE CONGESTIONS, CONTROLLER CONGESTION
SECURITY
EXPAND THE WAKE TURBULENCE -A SEPARATION ISSUE
MORE ATC QUESTIONS
LOT OF RADIO TALK ABOUT TURBULANCE ETC-THEREFORE FRQUENCY CONGESTION. STABILIZED APPROACHES BUT ATC ASKING FOR ANTI-STABILIZING APPROACHES--HIGHRE AIR SPEEDS
NEED TO ADDRESS TAXIWAY MARKERS. R SAID A BIG PROBLEM
FLIGHT TIME DUTY REGULATION
COMMUNICATION AND MISCOMMUNICATION BETWEEN A T C AND THE PILOTS
NARROW IT DOWN TO BEING CLEARING FOR A VISUAL WHRE YOU'RE GOING MUCH FASTER THAN THE PRECEDING TRAFFIC.
COCKPIT DISTRACTIONS
FREQUENCY CONGESTION W-CONTROLLER WORKING MORE THAN ONE FREQUENCY
TOO SMALL OF A WINDOW FOR THE ELABORATE QUESTIONS.
CERTAIN AREAS ARE JUST TOO CROWDED; TOO MANY PLANES IN TOO FEW SLOTS; PUT ON HOLD FREQUENTLY;
ATC GIVES CLEARANCES WHEN PLANES ARE JUST TOUCHING DOWN AND THE CREW IS SATURATED WITH OTHER WORK-THIS IS DANGEROUS. TRAFFIC CAPACITY AT AIRPORT X IS A PROBLEM. LANDING CLEARANCES ARE GIVEN AT 200 FT. AND THE SPACING BETWEEN PLANES IS TOO TIGHT WHICH
PILOT FATIGUE
MICRO MANAGEMENT BY A T C CAN BE MINIMIZED BY UTILIZING ARRIVAL AND DEPARTURE THATS GIVEN
ASK ABOUT MAINTENANCE AND DEFERRED PLANES;A MECHANIC SAID"I'M NOT HERE TO FIX IT, JUST TO DEFER
CONTROLLERS OVERLOAD - SEEMS UNFAIR TO THEM THAT THEY ARE OVER SATURATED
FATIGUE ISSUES
SEE ALL ANSWERS TO D2
FREQUENCY CONGESTION, FLYING IN AND OUT OF AIRPORT X INTERNATIONAL, MORE FREQUENCIES AND CONTROLLERS TO COMMUNICATE WITH DURING DEPARTURES AND ARRIVAL. ESPECIALLY IN LOCATION X WHERE A LOT OF THE SMALLER ISLANDS ARE, A LOT OF CORPORATE JETS REQUEST CLEARA
FREQUENCY IS ONE OF THE MOST COMMON PROBLEMS TO DEAL ON DAY TO DAY BASIS
QUESTIONS ABOUT MAINTANENCE 0N AIRCRAFT PRIOR TO DEPARTURE

D3A
FREQUENCY CONGESTION DUE TO ATC CONTROLLERS OPERATING SEVERAL FREQUENCIES AT THE SAME TIME, AND PILOTS UNABLE TO HEAR THEM
DUTY TIME LIMITS AND CREW FATIGUE
GOING INTO [AIRPORT X], EXTENSIVE FLIGHT TRAINING GOING ON, 7 OR 8 RESOLUTION ADVISORIES IN LAST FEW MONTHS. HOW MANY INCIDENCES DO WE HAVE TO HAVE BEFORE THERE IS A CHANGE? REST REQUIREMENTS
CONTROLLERS ARE SO BUSY THAT THEY ARE NOT DOING READBACKS ANYMORE
CREW FATIGUE...AN EXTREMELY IMPORTANT ISSUE. REST AND WAKE CYCLES...THIS IS THE PARAMOUNT ISSUE THAT HAS NOT ADDRESSED.
SAFTEY RELATED, MORE ON AIR TRAFFIC CONTROL, TIMES WHEN YOU HAVE BEEN RUSHED OR PUSHED TO A POINT OF MAKING A RASH DECISION.
FREQUENCY CONGESTION RESULTING FROM NOT HAVING ENOUGH ATC AT WORK
COMMUNICATION PROBLEMS, MOST RECENTLY, ATC & READ-BACK, CALL-BACK ISSUES. ATC EITHER NOT LISTENING OR NOT READING BACK
FREQUENCY CONGESTION MORE DIFFICULT, REQUIRES MORE THAN ONE CALLBACK, COCKPIT NOISE AND POOR QUALITY ON SOME FREQUENCIES, QUALITY OF SOME TRANSMITTERS IS POOR EN ROUTE
AIRSPACE RESTRICTIONS AROUND LOCATION X, SINCE THERE ARE NO RESTRICTIONS ON AIRPORT X AND AIRPORT
WOULD LIKE TO SEE ARMING OF AIRCREWS ON ALL NON-PASSENGER PLANES
PILOT FATIGUE DUE TO INADEQUATE SLEEP-REST AND DUTY TIME REQUIREMENTS
ATC REQUIRED TO GIVE A LOT OF INFORMATION CREW ALREADY HAVE THROUGH OTHER SOURCES; THEREBY CONTRIBUTING TO FREQUENCY CONGESTION
[AIRPORT X] APPROACH MAKES YOU DESCEND TOO EARLY, [LOCATION X] MAKES YOU FLY TOO HIGH OR TOO LOW, [AIRPORT X] CENTER WORST
MORE HELPS WITH PILOTS AND AIR TRAFFIC CONTROL
HEAVY WORKLOAD OF ATC'S IS A PROBLEM-TOO MUCH RESPONSIBILITY AND TOO MANY DUTIES IMPACT ON
DEGRADATION IN PILOT SKILLS BECAUSE USE OF THE AUTOPILOT AND USE OF THE FLIGHT MANAGEMENT SYSTEMS, SKILLS ARE DETERIORATING
REROUTING CHANGES NOT FULLY EXPLAINED
SECURITY
HUGE PROBLEM WITH INTERSECTING RUNWAYS
ASSIGNED TO FOLLOW ANOTHER AIRCRAFT FOR VISAUL APPROACH OVER CITY LIGHTS AT NIGHTS WHICH ALWAYS LEADS TO POSSIBLILITY OF LOSING SIGHT OF THE OTHER AIRCRAFT LEADING TO POOR VISUAL SEPARATION
FLYING TOO MANY AIRCRAFTS OF THE SAME TYPE WITH DISSIMILAR INSTRUMENTATION AND EQUIPMENT
CREWMEMBER FATIGUE
CONTINUED LOOK AT SPACING ON IN-FLIGHT ARRIVALS, GOOD CHANCE OF WAKE TURBULENCE
UNREQUESTED CLEARENCE FROM APPROACH CONTROLLER-ATC FOR A VISUAL APPRAOCH WITHOUT ASCERTAINING WHETHER AIRCREW HAS FIELD IN SIGHT
HAZARDOUS CARGO - IT ISN'T ENOUGH TO ASK ABOUT THE LAST 30 DAYS. NEED STRICTER GUIDANCE. CAN'T CARRY ON THE GROUND YET WE CAN CARRY IT IN THE AIR.
THEO OVERSTAURATION OF RADIO COMMUNICATIONS DURING HIGH VOLUME TRAFFIC IN LOCATION X AND LOCATION X
RVSM AIRSPACE TO 1000 FT SEPARATION CAN CAUSE WAKE TURB.
TERMINAL ATC CONTROLLERS OVERWHELMED
RUNWAY INCURSIONS ARE BIGGEST POTENTIAL FATAL ACCIDENTS
WATERS REGION OF ATLANTIC RVSM SEPARATION LIMITS
BEFORE DEPARTURE VERY DIFFICULT TO GET WEATHER REPORT AT AIRPORT X

D3A
R THINKS ALL PILOTS COULD HAVE A REVIEW OF THE NATIONAL AIRSPACE SYSTEMS, THEY SHOULD BE REQUIRED TO SPEND A DAY IN A TERMINAL REDAR ENVIORNMENT AND ALSO IN A CENTER REDAR ENVIORNMENT TO UNDERSTAND HOW CONTROLLERS OPERATE
ATC USING MULTIPLE FREQUENCIES, INCREASE ATC MANPOWER
WE NEED TO SURVEY PILOTS ON THERE FEELING OF THE SAFETYU OF SOME OF THE APPROACHES IN LOCATION X AND LOCATION X
IN THE US THERE ARE MANY MORE SECOND SPEAKERS IN THE SYSTEM
FREQUENCY CONGESTION, TO MANY AIRPLANES ON SAME FREQUENCY WITH APPROACH CONTROL. EX [AIRPORT
OVERALL CONGESTIONS AT CROWDED AIRPORTS
FTC MODEMS
CARGO INDUSTRY DOES NOT REQUIRE T-CAS...THIS IS A SAFETY ISSUE. THERE ARE MANY TIMES OF NEAR MISSES.
MAINTENANCE--DURING THE HOLIDAY SEASON WE SEE THAT IT IS LET SLIDE IN PREFERENCE TO MOVING CARGO; CREW FATIGUE
ATC PROBLEMS OF SATURATION
TRAFFIC CONGESTION AND AIRCRAFT TYPE X'S MAKING LANDINGS MORE COMPLICATED
FREQUENCY CONGESTION AT HIGH DENSITY AIRPORTS ,ALSO A T C CONTROLLERS HAVING MULTIPLE FREQUENCIES AT ONE TIME (UNDER STAFFED)
HOW MANY AIRPLANES ARE EQUIPPED WITH TCAS; PASSENGER PLANES REQUIRE IT, BUT CARGO FLIGHTS DO NOT, BUT WE FLY IN THE SAME AIRSPACE. PILOT FATIGUE CAUSES MISTAKES BECAUSE PILOTS ARE TIRED.
CONCERNED ABOUT FOREIGN CARRIERS COMING INTO U.S, MAKING MISTAKES & PROBLEM W-LANGUAGE
AIR TRAFFIC CONTROLLERS KEEP SPEED TOO FAST AND YOU GET TO CLOSE TO THE AIRPORT WHICH LIMITS YOUR ABILITY TO SLOW FOR LANDING IN REGARDS TO AIRCRAFT X
SYSTEM SET UP AT AIRPORT X CONCERNS ME
CONGESTION
FREQUENCY CHANGES WITHIN 1000 FEET OF ASSIGNED ALTITUDE
INTERNATIONAL SECUIRTY MEASURES SHOULD BE RESEARCHED
SLEEP DEPRIVATION IS A PROBLEM; HOURS OF DUTY; BACK SIDE OF THE CLOCK FLYING;
CREW RESOURCE MANAGEMENT, INTERACTION HAS IMPROVED MARKEDLY, LESS HIERARCHY, PILOTS BENEFIT FROM SOCIAL SKILLS TRAINING
LONG HOURS , PILIOT FATIQUE, TO MANY PLANES ON RUNWAYS
THE NUMBER OF MOVEMENTS AT LARGE AIRPORTS NEED TO BE REDUCED.
COMMUNICATIONS WITH FOREIGN CONTROLLERS
RESPONDENT SAID THERE IS SO MUCH CONGESTION THE EAST COAST, NOT ENOUGH CONTROLLERS WORKING
THE FLOW CONTROL GETS CONGESTED IN THE TERMINAL ARES IN AIRPORT X. WE GET SQUEEZED TOGETHER. OTHER AIRPORTS DO NOT HAVE ANY WEATHER OBSERVATIONS FOR OFFICIAL WEATHER. (RURAL AREAS)
PRM APPROACHES- WHETHER THEY ARE REALLY WORTH PURSUING
LAND + HOLD SHORT
INCREASE THE TIME PERION IE. 60 DAYS IS NOT A LONG PERIOD, ALOT OF THINGS HAVE HAPPEN IN MY FLYING CAREER JUST NOT IN 60DAYS- PILOTS SHOULD ASK THESE ?S SO THAT THEY HAVE AN UNDERSTANDING OF WHAT IS BEING SAID
ATC FORCES PLANES INTO RUSHED AND UNSTABILIZED APPROACHES-THIS IS A BIG PROBLEM
COCKPIT SECURITY NEEDS TO MORE EMPHASIS ON SECURITY AND SAFETY AS FAR ENTERING AND EXITING THE
ATC COMMUNICTIONS@ SOME BIG AIRPORTS CAUSE OF RJS GET MACHINE GUN CLEARANCE LIKE IN CROSSING RUNWAYS. RELATION TWEEN WHAT CONTROLLER SEES + WHAT WE SEE- WHAT I SEE OUT WINDOW + WHAT HE IS ASKING ME TO DO WHEN I SEE BAD WEATHER -MAYBE HE HAS GOOD EQUIP
RADIO CONGESTION IN [LOCATION X]

D3A
CONGESTION IN UPPER AREAS, ESPECIALLY MAKE-MODEL X FLYING. ALSO, ATC USAGE OF MULTIPLE FREQUENCIES WITH PILOTS ONLY ALLOWED TO USE ONE
PROBLEMS WITH FREQUENCY CONGESTION CHECKING IN AND CHECKING OUT WITH ATC
TERRORISM AND UNREALISTIC DUTY SCHEDULES
REVIEW POLICY OF FORCE RETIREMENT OF PILOTS 60 OR OLDER, MORE QUESTIONS ABOUT STABLIZED APPROACHES, CREW FATIQUE QUESTIONS ,OR OLDER
LONG TERM EFECCTS OF REGIONAL JETS IN HIGH DENSITY AREAS. PROJECTED RJ OPERATIONS ARE THERE PLANS TO HANDLE [AIRPORT X]
CREW DUTY HOURS, DAYS AND NIGHTS ARE TOO LONG, CIRCADIAN RHYTHMS
ASK QUESTIONS ABOUT LAHSO. ALSO CONTROLLER WORKING 2 FREQUENCIES.
TERMINALS AREAS ARE TO CROWDED, NEED MORE AIRPORTS OR RUNWAYS. DUE TO NOISE ABATEMENT PROCEDURES THE RUNWAY THE CREW WOULD MOST LIKELY USE IS OFTEN NOT AVILABLE FOR THAT SIMPLE REASON. ALHSO PROCEDURES ARE DANGEROUS.
ASK ABOUT CLEARANCE CHANGES ON STAR. IT CHANGES FREQUENTLY !!!
IF A PILOT READS BACK AN ATC CLEARANCE INCORRECTLY, THE CONTROLLER IS NOT REQUIRED TO CORRECT THE ERROR. IN EXISTENECE FOR APPROX 1 YES.
A T C LOSING RADAR TRACKING ABILITY OR THE ABILITY TO COMMUNICATE WITH AIR TRAFFIC
WITH REGARDS TO THE TERMINAL AREA THERE IS INCREASING DIFFICULTY TO GET DOWN AND SLOW DOWN TO APPROACH SPEEDS IN A TIMELY AND SAFE MANNER TO AQUIRE STABLE APPROACH PARAMADA DO TO PRESSURES AND CLEARANCES TO ARRIVE AT THE OUTER MARKER AT INCREASINGLY HIGH
CLEARED FOR VISUAL AS WELL AS ANOTHER PLANE; OTHER PLANE TOLD TO KEEP YOU IN SIGHT BUT CAN PASS YOU; ONCE PASSED NOT REQUIRED TO KEEP YOU IN SIGHT; CREATED DANGEROUS SITUATION WITH BOTH PLANES THAT CLOSE CAN CREATE PROBLEMS MAYBE A TCAS
A ? SHOULD BE ASKED A CREW MEMBER FAILED TO GET THE AIRCRAFT TO A STABILIZED APPROACH
PILOT FATIGUE
THERE IS TO MANY COMPLICATED PROCEDURES FOR NOISE ABATEMENT
DUTY TIME: WE HAVE A 16 HOUR DUTY REGULATION COMING FROM EUROPE AND SOMETIMES THE COMPANY ASKS US TO DIVERT AND THIS WOULD FORCE YOU TO FLY IN AN UNAUTHORIZED TIME PERIOD, WE MUST COMPLY, AND THIS SHOULD BE CORRECTED.
CREWMEMBER FATIGUE
TRAFFIC CONGESTION QUESTIONS SHOULD BE EXPANDED, CAPACITY CONGESTION FOR AIR SPACE
A ? ABOUT PILOT SCHEDULES AND DOES IT AFFECT ALERTNESS- HOW AIRLINES SCHEDULE A CERTAIN AMOUNT OF FLIGHTS
ATC COMMUNICATION ISSUES AMONGST CREW AND AIR TRAFFIC CONTROLLER, ATC NOT LISTENING CLOSELY ENOUGH TO THE READBACK,
PILOT FATGUE AND DUTY DAY LIMITATIONS.
AS A PASSENGER - SCREENING AT THE AIRPORTS. LACK OF BAG SCREENING. COCKPIT DOORS BEING LOCKED NOW DON'T THINK ANYONE WILL BE ABLE TO GET IN. THINKS WE ARE GOING OVERBOARD NOW.
COMMUNICATION PROBLEMS, LANGUAGE AND EQUIPMENT ISSUES
AIRPORT X IS THE BIGGEST APPROACH CONTROL HAZARD...VER HIGH THREAT.
CLEARANCE READBACK--ATC NOT REQUIRED NOT TO READ OR RESPOND TO PILOTS
RUNWAY INCURSIONS
FATIGUE
CREW DUTY TIMES; OFF-DUTY LAYOVER TIMES AND CONDITIONS; HEAVY TRAFFIC VOLUME; ATC WORKLOAD IS A PROBLEM-TALKING ON MULTIPLE FREQUENCIES AT THE SAME TIME AND BEING UNABLE TO HEAR RESPONSES

D3A
THINGS AREN'T ALWAYS TIME-CRITICAL BUT THINGS COULD BE DONE TO ALLEVIATE ATC FREQUENCY CONGESTION;THINGS TEND TO GET MISSED
FATIGUE ISSUE AND INTERNATIONAL PILOTS
AUTOMATION- RELATED PROBLEMS,I.E., QUESTIONS CONCERNING AIRCREW REACTION TO HIGHLY AUTOMATED SYSTEMS IN NEW GENERATION OF AIRCRAFT SOMETIME CAUSE SAFETY HAZARDS AND SHOULD BE INCLUDED IN FUTURE SURVEYS
TAKE OFF AND LANDING SPACING AT LARGER AIRPORTS
ATC PROBLEMS IN AIRPORT X (RUNWAY JAMMING) AND AIRPORT X (VECTORING ISSUES).
THEY NEED TO REDUCE THE LIST FOR NOTAMS, AND MAKE IT EASIER FOR US TO KNOW WHAT TO LOOK FOR
CONGESTION, AIR SPACING, METERING, GROUND HOLDS
FATIGUE (CREW DUTY DAY LIMITS), IDENTIFICATION WEARING ON THE RAMP, RAMP SECURITY
ATC CLEARANCE AMBIGUIY & INADEQUATE MARKINGS FOR TAXI WAY AND RAMP AREAS IN US
BETTER PROCEDURES ON THE GROUND-RUNWAY MARKINGS ARE POOR; REMAINING MARKERS SHOULD BE AT ALL AIRPORTS; CONTROLLERS ARE OVERWORKED -ESPECIALLY AT SLOWER HOURS; AIRPORT X IS AN ACCIDENT READY TO HAPPEN-RUNWAYS THERE ARE CONSTANTLY CHANGED ON APPROACH 2 TO 3 TIMES
NEW FLIGHT DECK SECURITY DOOR SYSTEM: HEARD THAT THE DOORS HAVE HAVE HAD SOME FAILURE; CAUSING UNDO DISTRACTION
TURBULENCE REPORTS AND ITSD USE--SPECIFICALLY OVER INTERNATIONAL ROUNDS
SECURITY
NEED MORE QUESTIONS ABOUT A.T.C. CLEARANCE CHANGES
INTERNATIONAL COMMUNICATION
NO FOLLOW UP QUESTIONS ABOUT WEATHER, I HAVE EXPEREINCED LIGHTNING STRIKE.S
HOW MANY NON-PRECISION APPROACHES WERE SHOT DURING THE 60 DAYS. MORE FOCUSED ON THE UN-STABILIZED APPROACH...WERE THERE ANY CIRCUMSTANCES YOU ENDED UP IN AN UN-STABILIZED APPROACH AND FIND OUT WHAT LED TO IT.
QUESTIONS ASKED DO NOT REFLECT ALL THE PROBLEMS
IF THEY HAD BEEN ABLE TO ESTABLISH A TIME TO DUE THE INTERVIEW MIGHT HAVE BEEN MORE ACCURATE WITH THE ANSWERS.
PILOT FATIGUE FOR CARGO PILOTS FOR DIFFERENT REGULATIONS
LENGHTY DEVIATIONS-REROUTES DUE TO POOR WEATHER COULD BE HARZARDOUS- LIMITED FUEL
REQUIRING T-CAS ON ALL COMMERCIAL AIRCRAFT
CONGESTION IS VERY SERIOUS
THE SCREENING PROCESS, AIRPORT EMPLOYEES DO NOT HAVE TO GO THROUGH SCREENING, BUT WE DO (THE FLIGHT CREW) .
ADDRESSING AIR TRAFFIC CONTROL RETIREMENTS, AUTOMATIC UPLINK OF COMMUNICATIONS SHOULD BE ADDRESSED-AND SHOULD NO LONGER BE MANUAL
SOME AIRPORTS NEED PHYSICAL ADJUSTMENTS -LONGER RUNWAYS IE AIRPORT X + AIRPORT X + AIRPORT X . HAVE CONCERN @ HIGH DENSITY AIRPORTS+WAKE TURBULANCE. PRM NEW APPROACH I HAVE CONCERNS ABOUT -TOO CLOSE AGAIN WAKE TURBULANCE. PILOT FATIGUE TOO
INFLIGHT PASSENGER RAGE
COMMUNICATIONS IN LOCATION X ARE PROBLEMATIC. YOU'RE OFTEN STUCK BETWEEN TWO REPEATERS. ENGLISH IS LIMITED TO AVIATION ENGLISH
FREQUENCY CONGESTION IS MY BIGGEST CONCERN GENERALLY IN LARGE AIRPORT VICINITIES
SAFETY CONCERNING THE SATURATION OF TRAFFIC AT PARTICILAR HUB AIRPORTS
DUTY TIME REQUIREMENTS

D3A
[AIRPORT X] - GROUND ACCIDENT WAITING TO HAPPEN, VERY BUSY AIRPORT-YOUNG PEOPLE POORLY TRAINED, HIGHEST GATE UTILIZATION EVER SEEN, AN INSPECTOR NEED TO WATCH THE RAMP FOR A DAY TO SEE THE
CONGESTED AIRSPACE
TAXIING ON THE GROUND QUESTION NEEDS TO BE EXPANDED TO MAKE IT A LITTLE BROADER
HARD TO GET A WORD IN SOMETIMES WITH ATC WHEN LANDING
EXTREMELY HEAVY TRAFFIC MAKING COMPLICATIONS IN ALL AREAS- ATC, ETC
AIR TRAFFIC CONTROLLERS TALKING ON TWO FREQUENCIES AT ONE TIME
NEEDS IMPROVEMENT IN QUALITY OF TRANSMISSIONS AND VOLUME OF RADIO TRAFFIC
HIGHER DEGREE OF DISTRACTION BECAUSE OF SECURITY PROBLEMS
FREQUENCY CONGESTION - THIS IS FIXABLE TODAY- NEED TO IMPLEMENT FREQUENCY BLOCKING IT WOULD GREATLY AID THE SITUATION.
CREW REST
QUESTIONS ABOUT LAND AND HOLD SHORT OPERATIONS
ATC RELY ON OUR TCAS INSTEAD OF THEM DOING IT --LOOKING FOR OTHER PLANES
HOW MANY NON-PRECISION APPROACHES PILOTS FLEW IN THE LAST 60 DAYS- AND DO THEY FEEL THAT SAFETY WAS ENHANCED IF A PRECISION APPROACH AVAILABLE.
RADIO COMMUNICATION OVERLOAD - TOO MANY PEOPLE TALKING
ASK ABOUT HIGH AND FAST AND VISUAL SLAM DUNK APPROACHES ASKING WHERE THIS IS HAPPENING
MANDATE T-CAS ON ALLCOMMERCIAL AIRCRAFT,INCLUDING FREIGHTERS
;THERE COULD BE SOME DIFFICULT SITUATIONS WITH TWO INEXPERIENCED PEOPLE IN THE COCKPIT
LANGUAGE ISSUE FOR INTERNATIONAL FLYERS,
ATC WORKING MORE THAN 1 FREQUENCY + CAN'T HEAR--CREATES CONFUSION. ATC SEEM TO BE OVERLOADED WHEN WORKING MORE THAN 1 FREQUENCY. IN LOGBOOK IF ITEM IS DEFFERRED UNDER WHAT AUTHORITY IS ITEM DEFERRED -AUTHORITY SHOULD BE ON LOG ITEM DEFFERAL SUMMARY.
RADIO COMMUNICATIONS CONGESTION
CHANGING MULTIPLE RUNWAY ASSIGNMENT S WITHIN 10 MILES ESP [AIRPORT X]
TRAFFIC CONGESTION ON THE LOCATION X;
SECURITY RELATED ISSUES
TOO MANY AIRPLANES AND TOO LITTLE SPACE
LANGUAGE BARRIERS AND MISUNDERSTANDINGS AT FOREIGN AIRPORTS; LACK OF SUFFICIENT AND TIMELY WEATHER INFO IN THE COCKPIT
ATC RETIEMENT--MANY COMING UP IN NEXT FEW YEARS
FREQUENCY CONGESTION AND AIRSPACE CONGESTION
ATC GIVING EXTENSIVE TAXING INSTRUCTIONS WHILE IN LANDING ROLL PHASE APPROACH
DUTY REST LIMITATION AND REST FATIGUE
FATIGUE, TERMINAL CONGESTION
ON APPROACH PLATES, ARRIVAL CHARTS, ARRIVAL PROCEDURES, THEY'LL HAVE 4 OR 5 AIRPORTS LISTED ON THE SID AND IT'S HARD TO MAINTAIN A PARTICULAR ALTITUDE WHEN YOU'RE TRYING TO GO FROM ONE AIRPORT TO ANOTHER;THE FORMAT IS CONFUSING
ATC IN LOCATION X TALK OVER EACH OTHER ESPECIALLY IN BAD WEATHER
QUESTIONS CONCERNING IN-FLIGHT MALFUNCTIONS
IMPLMENTATION OF COCKPITT CORDINATION
THE QUESTION WERE YOU ABLE TO CONTACT ATC IN A TIMELY MATTER. BIGGEST CONCERN IS THE FREQUENCY AT SOME AIRPORTS PARTICULAR ON GROUND, VERY DIFFICULT TO READ BACK AND CONFIRM CLEARANCE. EXPECTS EVERYONE PICKS THEM UP. HAVE ANY QUESTIONS TAKES TO LONG
UMPPER MANAGEMENT HANDLING BANKRUPCY IS MAKING PILOTS VERY ANGRY

D3A
AIRPORT CONGESTION AT THE MAJOR HUBS
LAND AND HOLD SHORT OPERATIONS
TIME OF DUTY, FATIGUE QUESTION
PRM- ISL APPROACHES- AIRPLANES TOO CLOSE IN INSTRUMENT CONDITIONS - LAHSO PROBLEMS -
YOU ARE NOW REQUIRED TO FLY REGARDLESS OF YOUR HEALTH, YOU ARE NOW REQUIRED TO FLY SICK OR HAVE YOUR PAY DOCKED, SAFETY HAS BEEN COMPROMISED AND THERE IS MORE CONCERNED WITH THE BOTTOM LINE
DELAYS
CREWMEMBER FATIGUE
R FLIES TO LOCATION X A GREAT DEAL. R SAID DOSNT GET GOOD CLEARANCE WHEN LANDING 15 TO 20 MILES.
LONG WINDED CLEARANCES BY ATC PARTICULARLY AT BUSY AIRPORTS ESP. [AIRPORT X]
COMMUNICATIONS THAT INVOLVE LOSS OF COMMUNICATION (I.E. FREQUENCY CHANGES, ETC.)
FLYING HELICOPTERS ACROSS RUNWAY IN [LOCATION X] WEST MAY BECOME AN ISSUE
AIR TO GROUND COMMUNICATION AS ENROUTE CONTROL AS OPPOSED TO TERMINAL AREAS
DIFFERENT SAFETY REGULATIONS BETWEEN CARGO AIRCRAFT AND PASSENGER AIRCRAFT;LARGE AIRCRAFT SHOULD HAVE THE SAME SAFETY REQUIREMENTS CARGO
THE RADIO COMMUNICATION INTERNATIONALLY IS EXTREMELY POOR.(LOCATION X OVER FLY AND LOCATION X OVER FLY .,BECAUSE OF OLD AND OUT-DATED EQIPMENT AND LANGUAGE BARRIER
FREQUENCY CONGESTION ON EAST COAST
PROPER CREW REST -- FARS ON 9 HRS. OF CREW REST FOR LAY OVER STATIONS.
SOMETHING ON RUNWAY OTHER THAN ANOTHER AIRCRAFT
FREQUENCY CONGESTION IS A BIG PROBLEM-DIRECTIVES ARE OFTEN TOO FAST AND TOO NUMEROUS IN A SINGLE COMMUNICATION FROM ATC.
I FEEL THAT CARGO AIRCRAFT SHOULD HAVE TCAS REQUIRED AT THIS TIME
ATC ON MULTIPLE FREQUENCIES, LACK OF KNOWLEGDE BY ATC OF PLANES' SHORTCOMINGS AND CAPABILITIES
DUTY LIMITATIONS
ATC CAN NOT KEEP OF WITH THE NUMBER OF AIRPLANES, AND OR WE NEED MORE RUNMAYS. A LOT OF AIR PLANES JUST SIT WAITING TO BE TAKE OFF AND ATC CAN NOT KEEP UP WITH IT. THE SYSTEM IS BEING STRESSED THAT SAFETY CAN BECOME A PROBLEM.
MORE WEATHER-RELATED QUESTIONS, E.G., TUNDERSTORMS AND WEATHER ROUTINGS
THEY SHOULD NOT BE FORCED TO QUIT FLYING AT AGE 60 BECAUSE EXPERIENCE COUNTS MORE THAN REACTION TIME.
SECURITY ISSUES SCREENINING OF CARGO,AND PASSASENGER BAGGAGE IN THE PASSENGER COMPARTMENT
LARGER WINDOW OF TIME RATHER THAT 60 DAYS. MAYBE A YEAR.
CLEARANCE ON A PDC THAT WAS NOT 100% CLEAR
IN SOUTH AMERICA GETTING HIGH AND FAST APPROACHES, LANGUAGE BARRIERS
CLEARANCE DATA LINK TO THE INTERNET IS A GOOD SAFETY METHOD WHICH SHOULD BE USED ON DOMESTIC FLIGHTS. IT IS INVALUABLE ON INTERNATIONAL FLIGHTS.
COMMUNICATION PROCEDURES WITH A T C
PILOT FATIGUE
SECURITY PROCEDURE QUESTIONS
HAVE YOU HAD TO GO AROUND BECAUSE OF ANOTHER AIRCRAFT ON THE RUNWAY?
CREWMEMBER FATIGUE
BETTER DISSIMINATION OF THUNDERSTORMS AND-OR WINDSHEAR NEAR AN AIRPORT
ATC COMMUNICATION IN IDENTIFYING AIRCRAFT. ATC MAY MISREAD A FLIGHT #.
THE USE OF COMBINE A.T.C FREQUENCIES

D3A
CARRIERS GOING OUTSIDE THE UNITED STATES- ENGLISH LANGUAGE SKILLS ARE A PROBLEM FOR FOREIGN CONTROLLER SPECIFICALLY IN [LOCATION X] MORE SPECIFICALLY [LOCATION X], [LOCATION X], AND [LOCATION
ATC IS TO BUSY AND APPEAR OVERLOADED USING SEVERAL FREQUENCIES AND R IS TRYING TO TALK WITH THEM BUT IS GETTING NO RESPONSE. SAYS THIS SEEMS TO BE HAPPENING MORE FREQUENTLY THAN IS PREVIOUS
PILOT FATIGUE
FATIGUE FACTOR
COMMUNICATION WITH ATC. PHILA THERE IS ALACK OF ATCAT NIGHT.ONE MAN DOING EVERTYING FOR MANY
PILOT FATIGUE
FREQUENCY CONGESTION ON GROUND AND IN THE TERMINAL AREA
SAFETY RELATED QUESTIONS CONCERNING FATIQUE AND WORKING AROUND THE CLOCK HOURS, TIME OF DAY QUESTIONS WHEN DO YOU FLY?
CREW REST + PATTERN ASSIGNMENTS-CONSTRUCTION WITH RESPECT WITH CREW REST+BODY CLOCK ISSUES.
FINAL ATC CONTROLLERS THERE RUSHING GIVING ONLY VISUAL APPROACH TO PILOTS.
CREW DISTRACTION OWING TO THE UNCERTAINTY OF THE AIRLINE COMPANIES LACK OF HEALTH AND INDUSTRIES OUTLOOK-LONG RANGE RESERVE PILOTS WHO DON'T MAINTAIN CURRENCY BECAUSE OF CHILDCARE
SECURITY ISSUES ESP. ON TARMAC
R SAID INLIGHT OF THE DRASTIC CUT OF FLYING AIRPORTS ARE VERY CONGESTED
R SAID LOTS OF PROBLEMS WITH GROUND SAFETY , TAXING,CONGESTION
ASK ?'S ABOUT PILOTS FATIGUE
NEW SECURITY PROCEDURES IN PLACE ARE FRUSTRATING AND PUT ME IN A BAD FRAME OF MIND WHEN FINALLY BOARDING THE PLANE.
ATC SYSTEM IS BREAKING DOWN. WE HAVE THE TECHNOLOGY TO FIX IT, BUT WE DON'T.
AIRPORT SECURITY FOR PASSENGERS-FROM INSECURE TO SECURE--DIFFERENT PROCEDURES-SECURITY FOR EACH AIRPORT.
SECURITY
FOREIGN LANGUAGE IN EUROPE FOR ATC, SLAM DUNK , PERCENT OF TIME DOING CHECK RIDES
NO STANDARD COMMUNICATION- NO STANDARD SIGNS
AMOUNT OF HOURS THA TTHE PILOTS FLY A DAY AND OUR CREW DUTY DAY IS TOO LONG (16HRS IS TOO LONG)
[AIRPORT X], WHEN COMING IN F-LANDING TURN IS BLINDING W-OVER SHADOWS, [AIRPORT X], PARALLEL RUNWAYS TOO CLOSE, [AIRPORT X] THERE IS ONE PRECISION RUNWAY IN BAD WEATHER, NEED LEAD OFF LIGHTS, HAVE TO GO AROUND RUNWAY TO CARGO SECTION
BROKEN ENGLISH SPOKEN BY SOME PILOTS
INTERNATIONAL LANGUAGE BARRIER BY ATC AND PILOTS
COMMUTER + SOME SHORT HOP PLANES-PILOTS ARE TOO TIRED. COMPUTER OPTIMAZATION OF CONTRACTS IS TOO TIGHT-- PIOLTS TOO TIRED + MAKING STUPID MISTAKES. I CARRY A FLASHLIGHT-MY ONLY WEAPON TO PROTECT THE COCKPIT I HAVE NO TOOLS-INTERNATIONALLY-NO SKY MARSHA
SINCE X MANY AIRLINES HAS CUTBACK .PILOTS ARE EXPECTED TO COME TO WORK AND PERFORM 100% NOT KNOWING WHERE THEIR CAREERS ARE HEADED.
AIRSPACE AND AIRPORT CONGESTION
[AIR CARRIER X] RUDDER INCIDENT IN [LOCATION X]- THOUGHT RUDDER LIMITER WOULD PREVENT US TO MOVE RUDDER BEYOND A CERTAIN ANGLE-THOUGHT AIRPLANE WOULD LIMIT RUDDER MOVEMENT-SCARY TO THINK THIS IS NOT TRUE
NATIONAL ID SYSTEM FOR AIRLINE COCKPIT CREWS
EXCESSIVE AMOUNT OF TRAFFIC IN THE TERMINAL AREAS ESPECIALLY IF THEY ARE IFR AND VFR. ALSO FREQUENCIES ARE BECOMING MORE CONGESTED.
INEXPERIENCE LEVEL OF CO-PILOTS AND COMPLEXITY OF THE ATC SYSTEM.

D3A
A LOT OF TIME ATC UNABLE TO RESPOND APPROPRIATELY TO VFR TRAFFIC,I.E., REQUEST FOR FLIGHT FOLLOWING-VFR RADAR SERVICE OFTEN REFUSE WHEN IT WOULD HAVE BEEN BETTER TO COMPLY WITH PILOT REQUEST
ATC GIVE VECTORS AND DON'T GIVE YOU ANY MORE CLEARANCE. THEY SHOULD GIVE YOU A FURTHER CLEARANCE LIMIT.
DUTY TIME
AIRCRAFT OVERCROWDING,
ASSIGNMENT AND READBACK ACCURACY
AVAILABLE WEATHER INFO; MORE GRAPHISC WEATHER INFO IN THE COCKPIT
USE OF ENGLISH ISDIFFICULT TO UNDERSTAND DUE TO LACK OF USE BY FOREIGN CONTROLLERS
PILOT FATIQUE
PILOT FATIGUE
[AIRPORT X] COMBINATION OF FACTORS- ATC SPEAK IN SPANISH WHICH PREVENTS THE PILOTS FROM GETTING A SENSE OF WHAT IS HAPPENING.
CLOSE SEQUENCING OF TRAFFIC INTO BUSY AIRPORT, ESP DURING IMC CONDITIONS, GIVEN COMMUNICATION DIFFICULTIES ON BOTH SIDES,I.E. PILOTS WITH FOREIGN ACCENTS AND ATC MULTIPLE FREQUENCIES, ETC ENT, ETC
SECURITY AT THE AIRPORTS
R SAID THAT THE INTERNATIONAL LANGUAGE IS ENGLISH. IN [AIRPORT X] THE ATC MOSTLY SPEAK SPANISH. WHEN TRYING TO REACH ATC WILL SAY THEY WILL CALL BACKAND NEVER DO ESPEC WHEN THEY NEED
CONGESTION--WITH [AIRCRAFT TYPE X] HAVE NATIONAL BADGE THAT ALL AIRLINE COMPANIES USE FOR CREW MEMBERS.
LAHSO OPERATIONS SHOULD ASK ABOUT
TIME TO TIME THERE ARE PASSENGERS FEELING ILL AND THE FLIGHT ATTENDANTS HAS TO TAKE THEM BACK IN THE CABIN AND GIVE THEM OXEGEN BOTTLES TO SOOTH THEM. THEY ALSO HAVE LEAKS IN THE GALLEY OFTEN.
THERE SHOULD BE A PUSH FOR GPS APPROVAL.
NUMBER OF TCAS RESOLUTIONS ADVISORIES AND CONFLICTS WITH SMALL AIRCRAFT
EN ROUTE AIRSPACE, COMMON NUMBER SUFFIX'S ON PLANE
REDUCED SEPARATION, PILOTS' WORKLOAD, MORE FATIGUED PILOTS, CAN ATC SYSTEM COPE WITH IT
A Q YOU MIGHT ASK DUE TO WEATHER IN THE TERMINAL AIRPORTS HAVE YOU BEEN DENIED REQUESTS FOR WEATHER VECTORS, SOMETIMES DENIED DUE TO TRAFFIC SATURATION, WHICH AFFECTS DIVERTING DECISION.
TERRORIST PREVENTION MEASURES
LAND AND HOLD SHORT LAHSO CAPACITY: #2 CLOSE IN AND PARALLEL APPROACHES PRM NOT SEPARATETED ENOUGH--SAFTETY MINIMIZED
R SAID THERE SHOULD BE BETTER COMMUNICATION BETWEEN AATC AND PILIOTS
CREWMEMBER FATIGUE
MY OBSERVATION IS THAT AS AN AIRCREW WE'RE FORCED TO GO THROUGH ALL THESE SECURITY PROCEDURE AND OTHER EMPLOYEES ARE NOT REQUIRE TO GO THROUGH THE SAME PROCESS, PARTICULARLY MAINTENANCE
CONTROLLERS WITH ATTITUDES-NEED MORE PROFESSIONALISM ON THEIR PART
RADIO COMMUNICATIONS POOR QUALITY
SEVERAL STARS THAT HAD REDICU;OUS ALTITUED CROSSING RESTRICTIONS--AIRPORT X FOR EX- ARE WITHIN 100 FEET OF GLIDE SLOPE-REQUIRES INSTRUMENT CROSS CHECKING IN HIGH DENSITY VFR TRAFFIC AREA-THIS IS EXTREME SAFETY ISSUE IN US
ATC HANDLING TRAFFIC ON THE GROUND VARY FROM AIRPORT TO AIRPORT, WOULD LIKE TO SEE SOME
DO NOT HAVE GOOD WEATHER INFO IN COCKPIT. MICROPHONE SYSTEM FOR ATC TO COMMUNICATE TO SEVERAL PLANES IS JUST NOT GOOD, MAKE RUNWAYS LONGER ESP. [AIRPORT X] AND [AIRPORT X], IT SHOULD BE STANDARD PROCEDURE TO HAVE A THIRD PILOT IN COCKPIT ARMED ON EVERY FL

D3A
IN NE QUARTER GIVING MULTIPLE ASSIGNMENTS IN 1 RADIO CHANGE
SPECIFICALLY ASK ABOUT LAND AND HOLD SHORT REQUIREMENT. WE TURNED THAT DOWN AT AIRPORT X AND THEY GO REALLY SNIPPY WITH US. THAT SHOULDN'T HAPPEN.,
COMMUNICATIONS WITH PLANES AT NON-TOWER AIRPORTS THAT DO NOT HAVE REPEATERS, PILOTS THAT ARE UNFAMILIAR WITH HIGH DENSITY AIRPORTS
SMG'S-SHOULD INCREASE USE OF TRANSPONDER FOR FOGGY TAXIING
CONGESTION
RADIO CONGESTION IS A BIG THING ESPECIALLY IN ADVERSE WEATHER CONDITIONS: ITS HARD TO GET INFORMATION WHEN YOU REALLY NEED IT
ONE CONTROLLER HANDLING MORE THAN ONE FREQUENCY IN TERMINAL CONTROL AREA ,THE CONTROLLER GETS OVER LOADED FREQUENCY GETS CONGESTED.#2,IN FOREIGN COUNTRIES CONTROLLERS AND PILOTS DONOT SPEAK ENGLISH,AND AMERICAN PILOTS LOSE SITUATIONAL AWARENESS OF WHERE
LUDICRIS SECURITY PROCEDURES PERFORMED ON CREW MEMBERS AT THE AIRPORT
SHOULD HAZARDOUS MATERIALS LOADING PROCEDURES BE MODIFIED? COMMUNICATION PROBLEM WITH ATC READING OFF CARDS AND SPEAKING NON ENGLISH LANGUAGES, ENCOURAGEMENT OF PILOTS TO LEARN OTHER LANGUAGES
TRAFFIC SATURATION, LAST-MINUTE CHANGE OF RUNWAY ASSIGNMENTS, PILOT FATIGUE
ATTENTION DIVERTED FROM FLIGHT CREW IS IMPACTING, AGGRAVATING CREW TO THE POINT OF SAFETY DISTRACTION
MANAGEMENT MAKING STUPID PILOT PUSHES WHEN THEY SHOULDN'T
TRAFFIC CONGESTIONS ON RADIO
[AIRPORT X]
THUNDERSTORM AVOIDANCE ENROUTE AND TERMINAL
CLEARANCE CHGES LATE AND CLOSE TO THE GROUND;SHOULD USE HOLDING PATTERNS MORE-AIRPORTS ARE TOO SATURATED TO NOT USE HOLDING PATTERNS
ATC READ BACK OF CLEARENCES IS NOW HORRIFIC POTENTIAL FOR CONFLICT
PERHAPS TERRORISM-RELATED ISSUES
CONGESTION AT SOME AIRPORTS AND EXPECT TO HAPPEN [AIRPORT X], [AIRPORT X], [AIRPORT X], [AIRPORT X] -- CONSTANT RUNWAY CHANGES MINIMUM SPACING, FORCE YOU TO DO VISUAL APPROACHES
HAVING TO DO WITH CREW REST AND ESPECIALLY IN THE FREIGHT WORLD - THE EFFECTS OF FLYING AT NIGHT AND HAVING TO SLEEP IN THE DAYTIME. YOU CAN FLY 10 HOURS ALL NIGHT LONG AND BE BACK OUT THERE IN 10 HOURS. THIS IS NOT ENOUGH TIME. THERE SHOULD BE MORE IN
SMALL PLANES WITH INEXPERIENCED PILOTS CRASH FREQUENTLY, ATC WORKING MORE THAN 1 FREQUENCY
CREW REST, PILOT FATIGUE
THE WINDOW PERIOD SHOULD BE LONGER THAN 60 DAYS SO IT RULES OUT SOME EXPERIENCES THAT I HAD 6 MONTHS AGO.
I SEE PROBLEMS CONFUSING GROUND INSTRUCTIONS FROM GROUND ATC HAPPENING MORE OFTEN- MAY NEED MORE Q'S ABOUT THAT
FATIGUE AREA THAT IS WORTH ADDRESSING ON THE SAFETY SIDE
MORE EMPHASIS ON FREQ CONGESTION & CONTROLLERS USING MULT FREQS, CONFUSION, FRUSTRATION-ALSO CONTROLLER OVERLOAD
ATC PILIOTS CANT GET THEM BECAUSE OF MULTIPLE FREQUENCIES
DUTY TIME VIOLATION REQUIRED REST FOR CREW.
CRM ISSUE IS BECOMING A MUCH MORE WIDESPREAD ISSUE, STRONG COMMAND STRUCTURE

D3A
I'M CONVINCED THAT ANYTHING GOES OVER INTERNATIONAL WATERS AND PASSENGERS CAN GET AWAY WITH ANYTHING WITHOUT REPERCUSSIONS. NO COUNTRY SEEMS TO WANT TO TAKE RESPONSIBILITY FOR PROSECUTING INDIVIDUALS FOR SUCH ACTS.
PROBABLY CREW REST
HASSLES CREW HAVE TO GO THROUGH FROM SECURITY. GOV'T CAN HAVE NATIONAL ID SYTSTEM FOR CREW.
COMMUNICATION OF COMPLEX TAXIING INSTRUCTIONS AT SOME OF THE LARGER AIRPORTS. SOME GOOD EXAMPLES ARE AIRPORT X, AIRPORT X...JOKES AND AIRPORT X
DUTY LIMITS DURING NIGHT-TIME OPERATIONS
PILOT FATIGUE SHOULD BE ADDRESSED ESP FOR THOSE ON THE BACK END OF THE CLOCK.
TCAS TRAINING FOR PILOTS
PILOT AND CREW FATIGUE ARE VERY IMPORTANT WITH REGARD TO FLYING THROUGH MULTIPLE TIME ZONES REPEATEDLY.
TRAINING ISSUES , A SEPARATE SURVEY IS NEEDED TO COVER THESE ISSUES
LK
INTERACTIONS WITH ATC
GROUND OPERATIONS - COMMUNICATION
ASK IF PLANE IS PROPERLY FUELED
ATC TALKING TO YOU AT A HIGH SPEED THEY ARE GIVING YOU COMMANDS WHILE WE ARE AT A HIGH SPEED THEY SHOULD WAIT UNTIL WE ARE AT A TAXING SPEED
ASK AIR TRAFFIC CONTROL DENSITY QUESTIONS
FATIGUE
FREQUENCY CONGESTION
CALL SIGNS -- SOMETIMES ENUNCIATE EACH DIGIT SOMETIMES COMBINE 2 DIGITS--IE 70 AND 17 MAY HAVE HAPPENED 4-5 TIMES IN LAST 60 DAYS. [ORGANIZATION X] VERSUS [COMPANY X]--COMPANY CALL SIGNS GET CONFUSED
TRUTH IN REPORTING FLIGHTS CONDITIONS TO A.T.C. FOR THE PURPOSE OF PASSING IT ON TO COMPETING COMPANY AIRCRAFT
WORKLOAD ON FMS TYPE ARRIVAL IE LOCATION X-AIRCRAFT NOT DESIGNED FOR OLDER TYPE AIRCRAFT
MORE QUESTIONS ABOUT SECURITY ISSUES
THE NEW EUROPEAN GYPSUM CHARTS--GO BACK TO THE OLD ONES!
FAA FAILURE TO ENFORCE EXISTING RULES AND REGULATIONS, TSA IN GENERAL, GENERAL ATTITUDE OF TRAVELING PUBLIC
HOW MANY TIMES HAVE YOU BEEN REQUESTED TO MAINTAIN VISUAL APPROACH BEHIND ANOTHER AIRCRAFT, DAYTIME AND NIGHTTIME
HAVING AIR CARRIERS LAND AT UNCONTROLLED AIRPORTS WITH NO TOWER PRESENT
AIRPORT SECURITY
CROWDING
PRM AAPROACHES
AMBIGUOUS CLEARANCES PARTICULARLY IN LOCATION X,
PILOT PUSHING
LACK OF STNDARD PHRASEOLOGY IN A T C COMMUNICATION
GROUND INSTRUCTION FOR THE GROUND ATC
GROUND ISSUES-TAXI CLEARANCES AND TAXIWAY MARKINGS SHOULD BE MARKED CLEARLY--ESPECIALLY AT LARGER AIRPORTS
CFIT AND BLACK HOLE...INADEQUATE VISUAL GUIDANCE

D3A
ON LANDING ROLL OUT CONTROLLERS ARE GIVING CHANGES FROM TOWER TO GROUND CINTROL WITH RUNWAY EXIT INSTRUCTIONS WHILE CRAFT IS DECELERATING. RECOMMEND ATC ALLOW CRAFT TO SLOW BELOW 30 KNOTS ON LANDING ROLLOUT PRIOR TO MAKING ANY RADIO CALLS TO THE LAN
THE ISSUE OF CONGESTION AT THE AIRPORTS
BACK SIDE OF THE CLOCK FLYING, CREW DUTY RELATING TO POOR WEATHER , RUNWAY AND TAXIWAYS MARKING ARE CONFUSING
RESERVE REST
COCKPIT SECURITY, AND SECURITY DEVICES AND HOW THAT EFFECTS HOW THE FLIGHT OPERATES, THESE OTHER ADDITIONAL DUTIES
CURRENT MORAL OF THE COMPANY?
CONGESTION-AFFECTING BOTH ATC & PILOTS, ESP. DOMESTICALLY
SECURITY -PAY THE SCREENERS A MODERATE WAGE GET UNIVERASA ID CARD FOR CREW MEMBERS
FREQUENCY CONGESTION, TOO MUCH TALKING AT ONE TIME
SOME AIRPLANES DO NOT HAVE T-CAS, THEREFORE , IN HIG DENSITY AIRPORTS , WHEN VISABILITY IS BAD IT GETS DANGEROUS.
RUNWAY CHANGES ARE A BIG ISSUE
FATIGUE
BROADEN THE QUESTION TO INCLUDE COMMUNICATION IN A DESIRED TIME FRAM AS APPOSED TO AN CRITICAL TIME FRAME
ASK ABOUT CREW DUTY DAY AND REST PERIODS LIKE DO THEY FEEL THAT THEY HAVE HAD AMPLE REST TIME AND ARE READY TO FLY
CREW REST!
CREW FATIGUE IS THE BIGGEST PROBLEM ESPECIALLY FREIGHT OPERATORS; THESE ARE DANGEROUS PEOPLE.
AIRPLANE SECURITY INTERTWINDS WITH CONTROLLING THE AIRCRAFT
CONTINUAL FREQUENCY CONGESTION
PROBLEM THAT SHOULD BE ADDRESSED IS INCORRECT READBACK OF CLEARANCES BY PILOTS AND SOMETIMES INCORRECT HEARBACK BY CONTROLLERS
FREQUENCY CONGESTION
TRAFFIC CONGESTION
MORE NEEDS TO BE DONE ABOUT PASSENGER MISCONDUCT; FLIGHT DUTY DAY REQUIREMENTS NEED TO BE LOOKED AT
THE HASSLES OF DEALING WITH TSA AND THEIR PERCEIVED UNPROFESSIONAL ATTITUDE & ATIMOSITY DIRECTED TOWARDS THE AIRCREW.
FREQUENCY SATURATION
SECURITY CREW SECREENING, GROUND PERSONNEL SCREENING, NON-ENGLISH SPEEKING CREW OR SCRUTINEY, SHOULD BE MONITORED
ATC IS A LITTLE OVERRESTRICTIVE USING THEIR SEVERE WEATHER AVOIDANCE BEFORE IT'S AT THE POINT THEY REALLY NEED TO USE IT AND THEREBY CAUSE CONGESTION ON THE GROUND AND IN THE AIR.
ASK ABOUT IF CONTROLLERS PUT YOU IN A SQUARE CORNER REGARDING ALTITUDE--THEY CDON'T REALIZE THAT TO DESCEND AND TO SLOW DOWN AT THE SAME TIME CAN'T HAPPEN;THEY NEED TO BE MORE AWARE OF THE
AIRPORT SECURITY
NEAR MID AIR WITH A HELIUM BALLOON
1. GROUND CONGESTION 2.LATELY, MORE SLOWING DOWN AT FURTHER DISTANCE FROM AIRPORT-AT SPEEDS BELOW OPTIMUM
DEVIATION FOR WEATHER ,UTILIZING CAPABILITY OF FMS EQUIPED AIRCRAFT TO EXPEDITE AIR TRAFFIC FLOW
FREQUENCY CONGESTION

D3A
TIMEZONES- INFLUIENCE ON FATIGUE
RAIDO CONGESTION ON THE GROUND AND IN THE AIR
ATC USING MULTIPLE FREQUENCIES SIMULTANEOUSLY, MULITPLE LONG DUTY DAYS, I.E., 12HOURS OR MORE COUPLED WITH INADEQUATE CREW REST AND REST FACILITIES
NEED TO REVISE NAVIGATIONAL ROUTING WITHOUT SATILLITE TECHNOLOGY, ABILITY TO MOVE PLANS AROUND DURING BAD WEATHER
CLEARANCE CHANGES ON APPROACH OR LANDING THE MOST HAZARDOUS ESPECIALLY WHEN INVOLVES RUNWAY CHANGES.
ASK MORE ABOUT AVAIL. ABOUT AIRBOURNE WHEATHER
ATC ISSUING UNCOMFORTABLE CLEARANCES IE TOO HIGH AND TOO FAST
ASK QUESTIONS ABOUT PACKING LOADING, AND E.T.C. ABOUT HAZARDOUS MATERIALS. EX. WITH AIR CARRIER X
GROUND CONGESTION +CROSSING RUNWAYS
NEED MORE REST .PILIOT FATIQUE IS AS BAD AS DRINKING
IT IS HARD TO UNDERSTAND WHAT IS BEING SAID IN SOUTH AMERICA WHEN YOU ARE TRYING TO GET CLEARANCE. THE CHARTS AREN'T ALWAYS CURRENT. THEY TELL YOU THINGS AT THE LAST MINUTE. IT IS ALWAYS A GUESSING GAME DOWN THERE.
MAINTENANCE AND MINIMUM EQUPMENT LISTS
FREQUENCY CONGESTION [AIRPORT X], [AIRPORT X], [AIRPORT X]
MORE ATC QUESTIONS ABOUT CONSTRAINED AIRSPACE MANAGEMENT, MORE TRAINING ON STICK AND RUDDER ISSUES, EMPHASIZING PEOPLE ISSUES
CARIBEEAN NO RADAR ENVIRONMENT
SECURITY - HOW TO ADMINISTER SECURITY EFECTIVELY, MISSELS, SCREENING, PROFILING
CREW FATIGUE RELATED TO DUTY REGS
EMPHASIZE FREQUENCY CONGESTION, BY BREAKING UP IN-ROUTE (I.E. ON THE GROUND, EN ROUTE, OR DEPARTURE).
THE STANDARDIZATION OF PHRASEOLOLGY CAN BE VERY CONFUSING.
TOMANY MANY AIRPLANES ON THE RUNWAY
AIRSPEED ON FINAL COULD LEAD TO UNSTABLIZED APPROACH
LAND AND HOLD SHORT OPERATIONS (L A H S O)
AIRSPACE CONGESTION ONCE ECONOMY RECOVERS
COMPRESION ON CONTROLLERS--ESPECIALLY AT NIGHT- CONTROLLERS DOING TOO MANY FUNCTIONS I.E. HANDLING EAST AND WEST TOWERS--NEED TO REPEAT
RSVM IS A VERY UNCOMFORTABLE FEELING. ALL PLANES SHOULD HAVE AUTO LEVEL OFF FEATURE FOR AUTO PILOT PARTICULARLY IN RVSM AIRSPACE
AIR TRAFFIC SYSTEM OVERLOADED AND ADVERSARIAL
SECURITY QUESTIONS ARMING AND SCREENING AND PROFILING, STREAMLINING OF CREW SECURITY SCREENING
FATIGUE- RELATED THINGS, SCHEDULING PROBLEMS, NIGHT TO DAY, DAY TO NIGHT, INADVERTENTLY EXCEEDED DUTY TIME
ATC, SPEED REQUIREMENTS DURING TAKEOFF AND LANDING, SOME TOWERS KEEP PEOPLE TOO CLOSE
CONGESTION IN AIR TRAFFIC CONTROL,AND OUT DATED A T C EQIPMENT NEEDS TO BE REPLACED WITH NEW EQUIPMENT
DRAW MORE ATTENTION TO SECURITY
VOR SYSTEMS AN EAST COAST ARE NOT VERY STABLE
RSAID THE OLD VERTICAL SEPARATION ARE BETTER
AIRPORT TERMINAL CONGESTION WITHIN 30 MILES AIRPORTS
FREQUENCY CONGESTION

D3A
DUTY TIMES CREWMWMBER FATIGUE
LANUAGE PROBLEMS FORIEGN LOCATIONS
FREQUENCY CONGESTION, TRAFFIC CONTROL IS WORKING MULTIPLE FREQUENCIES AND THIS GETS CONFUSING
CREW FATIQUE AND RVSMSEPARATION, RECONSTRUCT OFFSET1NM(WORIED ABOUT COLLISONS
CONCERNED ABOUT SECURITY
PRESSURE TO DO FLIGHTS BY THE COMPANY WHICH YOU DON'T FEEL CONFIDENT ABOUT CONCERNING RULES,
CREW REST ISSUES,FLIGHT TIME DUTY TIME
DIFFICULT TO DISTINGUISH LIGHTS FROM SMALL AIRCRAFT OR AUTOS AT SOME AIRPORTS
R SAID MORE SHOULD BE HANDLED ABOUT THE SKIES BEING TOO CROWDED
VERY ANNOYING WHEN LOCATOR IS DOING BOTH GROUND AND LOCAL
NOISE ABATEMENTS PROCEDURES AT [AIRPORT X] AND [LOCATION X] BECAUSE OF NOOISE ABATMENTS ARE ASKING US TO FLY AT AIRSPEEDS THAT COMPROMISE SAFETY IF WE LOSE AN ENGINE ENCOUNTER WINDSHEAR OR ENCOUNTER WAKE TURBULENCE
CONSISTENCE IN RUNWAY MARKINGS AT DIFFERENT AIRPORTS
WHY IS FAA MORE CONCENTRATED ON CAPACITY THAN SAFETY
SOME AIRLINES ARE INCORPORATING NEW FLIGHT PLANNING SOFTWARE WHICH SUPPOSE TO INCREASE FUEL EFFICIEBCY +ON-TIME PERFORMANCE. FROM USER PT OF VIEW IS NOT WORKING.CREW REST FOR NIGHT FLYING AND DUTY TIME FOR NIGHT FLYING.
AIRPORT SECURITY
VMC AIRCRAFT IN LOCATION X AIRSPACE
THERE ARE POTENTIAL SAFETY HAZARDS WITH LAND AND HOLD SHORT OPERATIONS
GROUND HANDLING AT [AIRPORT X], AMBIGUOUS CLEARANCES ON GROUND HANDLING
SEPARATION BETWEEN PRECEDING AIRCRAFT ON VISUAL APPROACH
MORE QUESTIONS ABOUT STEPPED ON FREQUENCY COMMUNICATIONS
FREQUENCY CONGESTION AND RUNWAY CONGESTION
[AIRPORT X] APPROACHES IN [AIRPORT X] RUN SIMULTANEOUSLY ON PARALLEL RUNWAYS - SHOULD BE STAGGERED BY 2 MILES
SIMILAR CALL SIGNS CREATE A HAZARD WITH RESPECT TO INADVERTLY ACCEPTING ATC CLEARANCES.APPLY BASIC HUMAN FACTORS CRITERIA
CLEARANCE CHANGES ARE NOT WORDED, THEY CHANGE YOUR ARRIVAL PROCEDURES AT AIRPORT X, NOTORIOUS FOR THAT.
HIGH CONCENTRATION OF AIRCRAFT IN TERMINAL AREAS
USING HF RADIOS OVER THE ATLANTIC IS OBSOLETE
I WOULD LIKE TCAS TO BE MANDATORY FOR ALL AIRCRAFT, TCAS IS AN AID TO SAFETY -
THERE A LOT OF PEOPLE OUT THERE FLYING AS A PILOT IN COMMAND WHO AREN'T AS EXPERIENCED AS THEY SHOULD BE. THE F.A.A. HAS GOTTEN TOO LAX WITH STANDARDS.
LEVEL OF TRAFFIC
LANDING CLAERANCE
R SAID THAT THE AIR SPACE SYSTEM IN THE US IS GOOD, NOT AS WELL IN OUT OF USA COUNTRIES
R FELT THIS SURVEY WAS WELL THOUGHT OUT.
YOU SHOULD ASK IF ANY CREWMEMBER REPORTED CLEARANCE OF RUNWAY PRIOR TO AIRCRAFT BEING COMPLETELY CLEAR OF ACTIVE RUNWAY.
YOU NEED TO ASK MORE QUESTIONS ABOUT FREQUENCY CONGESTION. ALSO A T C WORK LOAD IN THE APPROACH-DEPARTURE AND ENROUTE
CREW MEMBER REST
VERY FEW CARGO PLANES HAVE TCAST ADVISORY

D3A
DISTRACTIONS
WAKE TURBUL;ENCE BEHIND SMALLER AIRCRAFT, CLEARED TO TAKEOFF INTO A MICROBURST,MELS ARE THEY TOO EXCESSIVE
PILOTS HAVE THE FAA FOR YEARS THAT THE SECURITY PEOPLE WHO CHECK BAGS ARE FOREIGNERS, ROBOTICS JUST DO THE JOB WITHOUT THINKING, WOULD LIKE TO HAVE SOMEONE WHO IS AN AMERICAN CITIZEN ABLE TO SPEAK THE LANGUAGE AND BE CITIZENS OF THE US .
FREQUENCY CONGESTION ON THE GROUND , SAFETY ZONES FOR AIRCRAFT ARE BEING CROWDED WITH DEBRIS
GROUND STOPS DICTATED BY THE NATIONAL ROOT SYSTEM ARE OFTEN EXTENDED FOR TOO LONG A PERIOD, CREATING CONGESTION
CREW REST VIOLATIONS AND RESERVE REST REQUIRMENTS
PASSWORDS USED TO GAIN ENTRANCE INTO COCKPIT WAS OVER HEARD BY PASSENGERS AS WELL AS ANOTHER CREWMAN
PILOTS FATIGUE
RADIO CONGESTION PROBLEM MOST SERIOUS PROBLEM OUT THERE
I QUESTION THE RVSM SYSTEM. ALSO, SCHEDULING (PUTTING US ON THE BACKSIDE OF THE CLOCK IS A SAFETY
RADIO CONGESTION; ALL FOR DATALINK; VERBAL COMMUNICATION IS OUTDATED;
WHY ISN'T VASI OR PAPI ON EVER Y RUNWAY OF 5000 FT OR MORE
FREQUENCY CONGESTION, BLOCKED TRANSMISSIONS
ASK QUESTIONS ABOUT HYDROLAIC SYSTEM
SECURITY,PASSENGER SCREENING AND GROUND SECURITY SHOULD BE HANDLED BY GOV. AGENCY DIRECTLY-I WOULD LIKE TO SEE PILOTS HAVE THE OPTION TO BE TRAINED AND ARMED
WEATHER AVOIDANCE AND A.T.C CONGESTION
AIRPORT SIGNAGE
SMALLER CRAFT IN LARGER AREAS. NEED MOD C TRANSPONDERS WITHIN 100 MILES OF AAAIRPORT
INDIVIDUAL AIR TRAFFIC CONTROLLER OVERLOADS- COMMUNICATING WITH TOO MANY AIRPLANES AT THE SAME TIME AND ALSO USING MULTIPLE FREQUENCIES WHERE WE CANNOT HEAR WHAT ELSE IS GOING ON AT THE SAME TIME
RADIO CONGESTION GETS TO BE A PROBLEM ESP AT AIRPORTS SUCH AS [AIRPORT X]
THE LAND AND HOLD SHORT --LASO
TOO FEW AIRPORTS FOR THE NUMBER OF PEOPLE WHO WANT TO TRAVEL. CLOSE TO DISASTER WAITING TO
R DOESN'T THINK WE WILL GET INFO WE NEED BY THESE QUESTION. NEED TO ASK WHAT SAFETY ISSUES ARE OUT THERE. TRAFFIC CONGESTION IS A BIG AREA. WE ARE JUST GATHERING DATA WE ARE NOT GETTING ANY GOOD VALID INFORMATION.
THERE ARE CONGESTION ISSUES AT MAJOR AIRPORTS SUCH AS AIRPORT X.
THE LAND AND HOLD SHORT OPERATIONS WAS NOT ADDRESSED AT ALL--SHOULD BE IN FURTHER SURVEYS
FATIGUE ISSUES-LONG HAUL OVERSEAS ARE SUBJECT TO MAJOR FATIGUE
ATC HF HARD TO UNDERSTAND IN LOCATION X
FLIGHT CLEARENCES OVER NUCLEAR POWER PLANTS
RUNWAY INCURSIONS.
CONCERNS REGARDING TIME ZONE CHANGES AND SLEEP PATTERN CONSISTENCY; VARIATION OF DAYS AND NIGHTS WITH SCHEDULING
NEED MORE AIR TRAFFIC CONTROL SATURATION AND ATC EQUIPMENT LIMITATIONS, CONTROLLER TECHNOLOGIES, MORE GPS USE, LOCAL COMMUNITY INFLUENCE ON CONGESTION ISSUES MAINLY AT HUBS,
UNDERSTANDING ATC AT TIMES . SOMETIMES TERMINOLOGY HARD TO UNDERSTAND -RUSHED-REGIONAL DIFFERANCES-KING'S ENGLISH. CAUSES TRANSMISSIONS TO BE REPEATED . YES IT IS A 2 WAY STREET. ALSO JUNIOR CONTROLLERS ARE ON AT NIGHT SHIFT-WEEKEND.

D3A
FATIGUE NEEDS TO BE LOOKED INTO.
CLEARANCE CHANGES TO FMC APPROACHES BEYOND T10 MILES UP TO 20-30 MILES OUT., GREATER COMPLEXITY OF AIRCRAFT EFFECT ON FLYING ABILITY COMPROMISING SAFETY
CHANGING OF ARRIVAL PROCEDURE AT A LATE MOMENT PARTICULARLY AT LOS ANGELES ,CAUSES PROTIENTAL SAFETY PROBLEMS DUE TO HIGH COCKPIT LOAD AND UNFAMILIARITY
BACKGROUND NOISE COMING THRU MICROPHONE IS SOMETIMES NOTICIBLE WITH ATC. ALSO TRAFFIC CALLS AT 1000 FEET ARE NOT CALLED TO US WHILE SOME AT 2000FEET ARE CALLED TO US. RATHER HAVE 1000FEET CALLS
CREW FATIGUE ISSUES
SLOWNESS OF THE AIR TRAFFIC CONTROL SYSTEM IN VFR CONDITIONS
SPACING OF AIRCRAFT IN THE TERMINAL FOR APPROACHES
FINANCIAL STATE OF THE INDUSTRY HAS DIRECT RELATIONSHIP TO SAFETY OF AIRCRAFT. STRESS FACTORS REGARDING ECONOMIC STABILITY, ETC. MORE DANGEROUS THAN WHAT NASA IS ASKING ABOUT HERE
PILOT FATIGUE, SCHEDULING THE RESULTS OF PILOT FATIGUE EVEN THOUGH IT'S PAPER LEGAL--PARTICULARLY THE RESERVE SYSTEM WHICH IS UNIQUE TO EACH AIRLINE.
FREQUENCY BLOCKAGE BY ATC. REDUCED VERTICAL SEPARQTIONS-STRESS ON ATC SYSTEM +RESULT IN MORE NEAR MISSES. INAPPROPRIATE USE OF AUTOMATION-NEED TRAINING IN WHEN TO USE AUTOMATION + WHEN TO TURN IT OFF
NEEDS TO BE STANDARDIZATION IN TERMS OF SPACING AND ALSO COMMUNICATION AMONGST BUSY AIRPORTS. ALSO LAND AND HOLD SHORT QUESTIONS MORE LIMITATIONS ON LAND AND HOLD SHORT SITUATIONS.STANDARDIZED PROCEDURES ATC COMMUNICATION AT BUSY AIRPORTS SOMETHING LIKE
ATC TOO HIGH TOO FAST
MAINTENNANCE GRATE ON [AIRCRAFT TYPE X] HAS ACCESS TO THE ELECTRONICS AND OPEN TO TERRORISM AND LACK SECURITY, INTERNATIONAL RADIO FREQUENCIES ON HF AMONG INTERNATIONAL AIRPORTS
INADVERTENT PAIRING WITH INCOMPATIBLE PERSONALITIES
R SAID HAVE HAND HELD SURFACE TO AIR MISSELES@ HAVE FEDERAL OFFICERS ON INTERNATIONAL FLIGHTS
PRM APPROACHES-LAND AND HOLDSHORT SITUATIONS
DUTY TIMES
PASSANGER SCREENING ISSUES
R SAID ASKL A QUESTION(ARE YOU FOR OR AGAINST PRIVITIZATION OF THE ATC SYSTEM
EMPLOYEE RESERVE PILOTS FLY SO SELDOM THAT THEIR SKILLS ARE DIMINISHED. HAVE TO BE VERY CONCERNED ABOUT PILOTS THAT COME IN FROM RESERVE AND HAVE NOT FLOWN IN A MONTH OR TWO
CONFLICT WITH NAVY TRAINING-[AIRPORT X]
ATC CONGESTION,USE OF COMMUTER JETS USING SAME ALTITUDE AT SLOWER SPEEDS, PASSENGER DISRESPECT TOWARD CREW
TOO MANY AIRPLANES NOT ENOUGH AIRSPACE.
RUNWAY MARKINGS-GEN. ON LEFT-SHOULD BE ON BOTH SIDES. ALSO, MORE REFLECTIVE MAT'L SHOULD BE IMBEDDED ON PLANES-NOT JUST ON TAIL SECTIONS
VISUAL APPROACHES AT NIGHT, CONTROLLER WHO GIVE CLEARANCES WHILE PLANES ARE LANDING, FATIGUE ISSUES AND CREW DUTY TIME, ADEQUTE CREW REST
NEED FOR WAKE TURBULANCE TRAINING FOR CREWMEMBERS
WOULD LIKE TO SEE USE OF ALTITUDE SEPARATIONS & GO TO 1000 FT.- BEING USED OVERSEAS
CREW FATIGUE
FATIGUE ISSUES, CONGESTION ISSUES AT HUBS
SITUATIONAL AWARENESS
CREW FATIGUE
CREWMEMBER INPUT ON PRM APPROACHES

D3A
DECREASING SEPERATION IN LARGE TERMINAL AREAS
TRAFFIC CONGESTION IN TERMINAL AREAS ==REDUCTION IN SPACING TO ACCOMODATE TRAFFIC LOAD. FREQUENCY CONGESTION. CONTRADICTORY OPERATING PROCEDURES WHEN NO COMMUNICTIONS WITH ATC. TOO MUCH VERBAGE
R SAID THAT THERE HAS TO HAVE MORE SECURITY IN THE CACKPIT.THERE SHOULD BE AIR MARSHALLSON INTERNATIONAL FLIGHTS, HAVE THE FFDO IN THE INTRENATIONAL FLIGHTS..
CONGESTION WITH IN SOME TERMINAL AREAS
MARKINGS ON THE GROUND
CHANGES IN ATC CHANGES FROM FLIGHT PLAN. NEEDS TO BE HIGHLIGHTED MORE THAN WHAT IT IS SO THAT IT STANDOUTS.
BACK SIDE OF THE CLOCK FATIGUE ISSUES
RJ'S ARE A SAFETY CONCERN
PILOT FATIGUE, NODDING OFF DURING FINAL APPROACHES
CONGESTION ON GROUND COMMUNICATION SYSTEM
TRAFFIC @ POPULATED AIRPORTS PARTICULARLY AIRPORT X IS VERY BAD AND CONGESTED
HIGHER PERCENTAGE OF DOMESTIC BAGGAGE SHOULD BE X-RAYED
LAND AND HOLD SHORT(LUCKILY I HAVE VERY SELDOM BEEN ASKED TO ACCEPT ONE)
PROBLEM WITH ATC FREQUENCY COMMUNICATION PROBLEMS, UNABLE TO CHECKIN THE MOST ATC CENTERS ON EAST COAST, RED LIGHTS TO PREVENT RUNWAY INCURSIONS, MORE QUESTIONS ABOUT RUNWAY SEPARATION DISTANCES,
LOCATION X HAS CONTROLLERS WITH POOR ENGLISH COMPREHENSION AND SPEAKING ABILITY POOR QUALITY EQUIPMENT
COMMUNICATION QUESTIONS BETWEEN ATC AND PILOTS , ANSWERING BACK CLEANCES ON ARRIVAL, HANDED OFF FROM APPROACH TO TOWER
AREAS OF CONCERNS: IFR, VHR ROUTING: AIRSPACE STRUCTURES-RESTRICTIONS ON ARRIVALS AND DEPARTURES AT VARIOUS AIRPORTS, E.G. LOCATION X,- APPROACHES ETC SHOULD BE CRITICALLY LOOKED INTO IN FURTHER
PROBLEMS WITH AIR FIELD AND TAXIWAY LABELING, SHOULD POST ACTIVE TAKE OFF FREQUENCY
INADEQUATE AND OBSOLETE ATC EQUIPMENT AND SHORT-STAFFING OF ATC BOTH GREATLY CONSTRAINS SAFE FLOW OF AIR TRAFFIC
AIRCRAFT AND COCKPIT SECURITY.
TCAS ON CARGO PLANES, FATIGUE ISSUES FOR CARGO PILOTS, AND SCHEDULING FLIGHTS, 8 HOURS OF REST
NORTHEAAST CORRIDORS SOMETIMES CONTROLLERS ARE TOO BUSY AND UNABLE TO GET BACK QUICKLY AND THEY LOSE THEIR COOL, ESPECIALLY GROUND C9ONTROL ESPECIALLY AT [AIRPORT X]
AIRWAY CONGESTION AT MAJOR ARRIVAL AND DEPARTURE AIRPORTS-IT WOULD BE NICE TO COUNT ON PDC ALL THE TIME
ISSUE WITH PROPER I.D. AT THE AIRPORT, NOT JUST AT THE FRONT DOOR. FOR EX., CATERIAS, ETC. A LOT OF PEOPLE DO NOT GO THROUGH THE DETECTORS BEFORE HAVING ACCESS TO THE PLANES. WE AS PILOTS ARE CHECKED MORE THAN THEY ARE.
COORDINATION AMONG CREW MEMBERS IS OFTEN A PROBLEM.
TRAFFIC IN THE TERMINAL AREA; THE 3 MINUTES AT TAKE OFF AND 5 MINUTE LANDING ARE VERY CRITICAL
AMT OF HIGH QUANTITY OF TRAFFIC CONGESTION. REDUCE SEPARATION FOR TAKE OFF.
LAND AND ALL SHORT OPERATIONS
CARGO AND GROUND CREW SECURITY
ENFORCE THE FACT OF RUNWAY INCURSION ON THE GROUND AT AIRPORT X.
LOSS OF CAPTAIN AUTHORITY IN GROUND AND PASSENGER OPERATIONS;
PILOTS NEED TO BE ARMED, GET US THROUGH SECURITY WITH SPECIAL CARDS.

D3A
COMMUNICATIONS DELAY WITH ATC DUE TO FREQUENCY CONGESTION
SLEEP DEPREDATION, SCHEDULING AND REST REQUIREMENTS
THE LANDING HOLDING SHORT
QUESTION REGARDING CLEARNCE WHILE ANOTHER AIRCRAFT ON FINAL APPROACH
CREW FATIGUE IS A BIG SAFETY ISSUE
COMPANY X IS BEING USED BY PILOTS FLYING PART 135, IT'S IN THE TESTING PHASE AND IT DOES NOT COMMUNICATE WITH TCAS. IT'S BEING TESTED IN LOCATION X, 100 % FUNDED BY FAA
MORE ABOUT RADIO CONJESTION:SPECIFICIALLY SPILT FREQUENCY OR ONE ATC WORKING SPILT FREQUENCIES.
ATC PRESSURE ON PILOTS TO MAINTAIN HIGHER THAT DESIRED AIRSPEED ON FINAL APPROACH; ALSO GIVEN HIGH TECH LESS EMPHASIS ON HAND-FLYING WHICH IS DISCOURAGED IN HIGH DENSITY AIRPORTS-USE OF AUDIBLE ALTITUDE ALERT TO MINIMIZE ALTITUDE DEVIATIONS WHEN HAND-FLY
MORE QUESTIONS ABOUT CONGESTION ISSUE AND SEPARATION, ATC IS PUTTING AIRPLANES IN A BOX, APPROACH CONTROLERS BEING HAMMERED ON DEPARTURES, REDUCING AIRSEED AS WELL AS SEPARATION
THE FAA FLOW CONTROLL SYSTEM NEEDS TO BE OVERHAULED
HIGH TRAFFIC AREAS. WHEN YOU HAVE LAST MINUTE RUNWAY CHANGES
FREQUENCY CONGESTION BY ATC-THEY ARE WORKING MORE AIRPLANES -TAKES MULTIPLE ATTEMPTS TO TALK TO THEM
SOME AIRPORTS GET VERY INVOLVED IN AIRSPEED CHANGES
MORE ATTENTION SHOULD BE PAID TO THE LITTLE AIRPLANES, ESPECIALLY STUDENT PILOTS
NEED MORE PASSENGER QUESTIONS,
SLAM DUNK APPROACHES
CREWMEMBER FATIGUE
SECURITY ISSUES, FOR THE TSA'S
PILOT FATIGUE
WAKE TURBULENCE - AIRCRAFT TYPE X HAVE UNUSUALLY LARGE WAKE TURBULENCE ON TAKEOFF, SHOULD USE TIME CRITERIA FOR WHEN TO TAKE OFF
SECURITY AND ATC IS SATURATED, AND THE FAA DOESN'T DO EVERYTHING THAT THEY ARE SUPPOSE TO DO , MORE RUNWAYS,
SPACING BETWEEN AIRCRAFT FOR TAKING OFF OR LANDING
TAXI CLEARANCES
CREW REST AND FATIGUE FACTORS
REVIEW ON INTERNATIONAL WHEN THEY'RE SCHEDULING FLIGHTS ON THE TRACK SYSTEM--IF THEY ENCOUNTER ANY TURBULENCE DO THEY CHANGE ROUTING-ONCE IN A TRACK YOU'RE STUCK IN A ROUTE FOR 3 HOURS AND UNABLE TO DEVIATE
CREW FATIGUE
OVERCROWDED SKIES
FREQUENCY CONGESTION EN ROUTE
ADD MORE DETAILED QUESTIONS ABOUT FREQUENCY CONGESTION IN VARIOUS AREAS
R SAID THERE CAN BE PROBLEMS WITH PRIMARY FREQUENCIES
MORE SECURITY QUESTIONS, ADDING XRAYS FOR BAGGAGE CHECKS, POSITIVE ID FOR FREQUENT FLYERS TO ENHANCE SECURITY
REQUENCY CONGESTION IS BIG WITH ME. ATC TALKING TO SEVERAL PLANES AND I CAN HEAR ONLY 1 SIDE OF CONVERSATION-WHO IS HE TALKING TO? STEPPING ON DIFFERENT FREQUENCIES
SEE COMMENTS
DUTY LIMITATIONS IN INTERNATIONAL ENVIROMENT ,CRONICL FATIGUE,AIRCREW FALLING A SLEEP
PILOT FATIGUE, PARTICULARLY AMONG CARGO PILOTS

D3A
FAA AND CONGRESS SHOULD NOT CHANGE THE RETIREMENT AGE FOR SAFETY REASONS. AT 60 MAYBE BE A FLIGHT ENGINEER, NOT CAPTAIN. CREW REST ANS DUTY TIME.
FLYING ALL OF THE PLANES LISTED ALL TOGETHER AS ONE GROUP. MAKE-MODEL X, MAKE-MODEL X, MAKE-MODEL X, MAKE-MODEL X, AND MAKE-MODEL X AND BECAUSE OF COST CUTTING REDUCE THE DURATION OF TRAINING. NONE AS THE FIREHOUSE TRAINING METHOD.
WE NEED GROUND RADAR TO TAXI TO THE RUNWAYS AS LONG AS WE HAVE THE COMPONENT X. IF SOMEONE MAKES A WRONG TURN, THEY COULD BE STOPPED--THIS IS FOR AIRCRAFT X AND AIRCRAFT X
PROLIFERATION OF FLIGHT #'S GOING INTO A SPECIFIC AIRPORT
DEALING WITH THE PUBLIC , LAWS ARE SO AMBIGUOS, NOTHING EVER GETS DONE EVEN WHEN YOU REPORT.
QUESTIONS ON COMMUNICATION WHEN THESE IS A STUCK MICROPHONE
RUNWAY INCURSIONS - OTHER AIRCRAFT WHICH DO NOT ADHERE TO TAXI CLEARANCE PROCEDURES; ALSO GROUND VEHICLES AND OTHER AIRPORT TRANSPORT-MAINTENANCE VEHICLES INADVERTENTLY LEFT ON RUNWAY, ETC
INCLUDE Q'S ABOUT HOW WELL RESTED PILOT FELT AT TIME OF AN ADVERSE EVENT
MORE QUESTIONS ABOUT SITUATIONAL AWARENESS
RADIO CONGESTION AT MAJOR AIRPORTS, COULD FREQUENCY CHANGES BE ACARRED TO THE CREW
AT AIRPORT X SPEEDS THEY ARE TRYING TO RUN ARE NONREALISTIC ON A GOOD DAY FOR BOTH DEPARTURES AND ARRIVALS; IT'S SUPPOSED TO ONLY BE FOR DEPARTURES BUT THEY'RE DOING IT FOR ARRIVALS.
TOO MUCH TRAFFIC
CONCERNED ABOUYT THE COMMUNICATION
CREW SCREENING QUESTIONS ABOUT SECURITY, FEDERAL AIR MARSHALS ON PLANES
CROWDED SKIES, ESPECIALLY SMALL AIRPLANES
SECURITY ISSUES, SHOULD BE DOWNNLOADING REALTIME WIND AND TEMP READINGS
RELYING MORE ON GPS SYSTEMS, INCLUDE QUESTIONS ABOUT CAPSTONE, LESS SLANT TOWARD HEAVIES
I CONSTANTLY RUN INTO CLEARANCES TO INTERCEPT THE LOCALIZER OUTSIDE OF THE LOCALIZER AIRSPACE OR DISTANCE AT [AIRPORT X].
WEDID NOT TOUCH ON MAINTENANCE ISSUES, EQUIPMENT, NEED INCREASED EMPHASIS ON MAINTENANCE
HOLD SHORT CLEARANCE WAS NOT ADDRESSED
PASSENGER SCREENING IS STILL LACKING. THE SCREEN THE PILOTS MORE THAN THE PASSENGERS.
SPECIFICALLY RUNWAY INCURGENCE, AND IN A RELATED SECTION I WOULD SAY LAND AND HOLD SHORT , WE DID KIND OF TOUCH ON FREQUENCY CONGESTION, SO THATS OK , ON THE PART OF AIR CARRIER CREWS, LACK OF TERMINOLOGY, FOR EXAMPLE WHEN AN AIRCRAFT IS GIVEN POSITION
I CAN'T SPECIFICALLY COME UP WITH ANY RIGHT NOW.
WE SHOULD LOOK AT LONG TERM EFFECTS OF WHERE WE ARE GOING IN THE INDUSTRY. COUNTRY IS SELLING OUT TO FOPREIGN COUNTRIES, AND THEY DO NOT ALLOW US TO FLY WITHOUT TRAINING, OUR FUTURE MAY INVOLVE SEEING MORE FOREIGN PILOTS AS WE DO NOT REQUIRE FOREIGNERS T
CONSTERNATION-DISTRACTION AMONG CREW MEMBERS, WHO DWELL ON ECONOMIC PROBLEMS RELATED TO
ALOT OF CLOSE CALLS BUT SOMEBODY USUALLY DIVERTS IT BEFORE IT GETS TO A CRITICAL POINT.
RECIEVED IMPROPER TERMINOLGY FROM A CONTROLLER
CREW FATIGUE WITH NON-STANDARD HOURS AND CARRYING HAZMATS
FREQUENCY CONGESTION, RADIO COMMUNICATION, AND NOT PAYING ATTENTION TO CALLS
UNCONTROLLED AIRPORTS, REINFORCE THE FUNDAMENTALS OF FLYING, TRAINING NEEDS TO BE REEVALUATED, CREW DUTY TIME
SEGRAGATING CREW FROM FLIGHT ATTENDANTS BY LOCKED DOORS LEAVES MISCHIEF BY PASSENGERS LEFT TO FEW ATTENDANTS
DEALING WITH AIRPORT SECURITY

D3A
NEED FOR ADDITION VASI SIMPLE VISUAL AIDS FOR VISUAL APPROACHES, HOW CAN VISUAL APPROCHES BE ENHANCED
DUTY TIMES & SLEEP DEPRIVATION
GROUND TAXIWAY MARKINGS; COMMUNICATION BETWEEN GROUND CONTROL AND AIRCRAFT; MORE SIGNAGE ON TAXIWAYS BEING USED; FAA STILL USES ANTIQUATED EQUIPMENT ON TRANSATLANTIC CROSSINGS
RVSM, FREE FLIGHT
WHY DOES THE FEDERAL LAW ALLOW THE TRANSPORTATION OF PASSENGERS CARRYING FIRE ARMS ON PASSENGER TRANSPORT AIRCRAFT
SECURITY, AIR SPACE CONGESTION ASK MORE BROAD QUESTIONS ON THAT.
I'D LIKE TO SEE THEM EXPAND UPON THE CPGLC-FREQUENCY CHANGES DOMESTICALLY COULD BE GREATLY IMPROVED
DUTY LIMITS AND DUTY DAY RULES HAVE NOT BEEN ENFORCED YET AND IT IS NOT BEING ENFORCED. THE GOVERNMENT IS NOT DOING THEIR JOB.
THE AMOUNT OF JET-POWERED COMMUTER AIRCRAFT THAT AREN'T CAPABLE OF AIRSPEED AND VERTICAL CLIMBS;WE HAVE TO SLOW DOWN FOR THEM
FAILURE OF #1 OR #2 HYDRAULIC SYSTEMS; NOSE CONE IS GETTING WATER & MOISTURE AND CAUSE A
TRAINING FOR SITUATIONS THAT YOU DON'T SEE TOO OFTED--IE REJECTED LANDINGS, PARALLEL APPROACHES WHERE 1 CRAFT WOULD BREAK OUT DOWNWARD
RAIN REPELLANT ON WINDSHIELDS; SHOULD CONTINUE USING;
POOR QUALITY OF THE NOTAMS SYSTEMS
THE BUSINESS OF GOING INTO [LOCATION X] WITH A CODE WORD IS A PAIN--AND ANYBODY WITH A SCANNER CAN PICK IT UP IF THEY WANT TO.
AIR CRAFT TOOK OFF WITH100TO 200 FT OF TAKE OFF MUCH TOO CLOSE
MANY PROBLEMS WITH ATC.SINGLE CONTROLLER DOES MULTIPLE FREQUENCES. THIS COULD CAUSE ACCIDENTS.2 R SAID THAT AT [AIRPORT X] ATC IS GIVING BOGUS IMFORMATION.
FATIGUE ISSUES
RUNWAY INCURSIONS ON THE GROUND, PHYSIOLOGICAL FLYING ISSUES, DUTY TIME, FAR REGS
150% INCREASE IN TRFC CONGESTION;EXTNDD CREW DUTY DAYS- NO MARGIN FOR ERROR ANYMORE DUE TO MAXIMIZED DAYS WORKED
ATC WANTS US TO KEEP SPEED UP TILL OUTE MARKER .CAN'T GET PLANE UP FOR THAT-SOMESTIMES HAVE UNSTABILIZED APPROACH
TOO MUCH TRAFFIC IN LOCATION X
COMMUNICATION ISSUES IN OTHER COUNTRIES (USE OF LANGUAGES OTHER THAN ENGLISH - LOCATION X AND LOCATION X)
FATIGUE--MINIMUN EXCURSIONS DUE TO FATIGUE
TRAFFIC CONGESTION AROUND MAJOR AIRPORTS AND FREQUENCY CONGESTION
THE VORASITY OF THE WEIGHT AND BALANCE GIVEN TO COMMERICAL AIRLINE CREWS
ATC COMMUNICATION RADIO CONGESTION +# OF PLANES IN SYSTEM + LACK OF SLOTS . WEATHER CONTOLING DEPARTURES+ ARRIVALS
LAND AND HOLD SHORT CLEARENCES
DEVIATION AROUND WEATHER CONTROLLED BY WASHINGTON FLOW CONTROL,WHICH TRYS TO HANDLE ALL AIRLINES IN THE COUNTRY ,CREATES DELAYS IN FLIGHTS AND PILOT TOLD WHAT TO DO WITHOUT INPUT
WE DID NOT ASK ABOUT FATIGUE
TOO CONGESTED, TOO MANY AIRPLANES BEING SQUEEZED IN & EVENTUALLY WILL CAUSE ACCIDENTS
CREW REST
GIVING INAPPROPRIATE VECTORS FOR FINAL TOUCH DOWN

D3A
SURVEILLANCE APPROACH RADAR NEEDED IN LARGER AIRPORTS, WITH MIXING SLOWER AND FASTER AIRCRAFT,RVSM IN AIRPORTS VERY CLOSE TO MILITARY ESTABLISHMENT, ADDING GPS
SECURITY SCREENING IS A SHAM AND DETERS NOTHING
HUMAN FACTORS RELATED ISSUES, STRESS AMONG CREW
VRF TRAFFIC OPERATING NEAR IFR TRAFFIC
ARMING THE PILOTS,
T-CAS REQUIREMENTS FOR CARGO AIRCRAFT
THE lOCATION X AIRPORT-AIR TRAFFIC CONTROLLERS
NEED TO ADDRESS AIR TRAF IC HAND-OFFS TO FOREIGN CONTROLLERS, IE [LOCATION X]
AIRPORT SIGNAGE IN SOME AIRPORTS IS A PROBLEM.
OVERCROWDING ESPECIALLY AT BUSY AIRPORTS CONTROLLERS ARE VERY BUSY, CONTROLLERS AND AIRSPEED MAXED OUT
CONSTANTLY CHANGING RUNWAYS WHEN THE WEATHER ISN'T A FACTOR--IT ADDS TO THE WORKLOAD MORE THAN BEING A SAFETY PROBLEM.
MAJOR AIRPORT IN [LOCATION X] HAS RUNWAY RESUFACEING PROJECT GOING ON : THUS A CONTINUAL CROSS WIND SITUATION EXIST:PROBLEM SHOULD DISIPATE WHEN RUNWAY IS REPAIRED
LACK OF CREW DUTY TIME LIMITATIONS FOR INTERNATIONAL FLYING AS IT APPLIES TO SUPPLEMENTAL [AIRCRAFT TYPE X] AIR CARRIERS
CORPORATION OF MOD S TRANSPONDERS ON FREIGHTER FOR T-CVAS .
SOME CONTROLLERS ARE BETTER THAN OTHERS DEPENDING ON WHICH AIRPORT WE GO INTO ..AIRPORT X HAS VERY GOOD CONTROLLERS AND SHOULD BE USED AS A TRAINING TOOL FOR OTHER CONTROLERS. OR AT LEASE HAVE THE SAME STANDARDS ALL OVER THE COUNTRY
NOT ALL AIRCRAFT HAVE TCAS AND THIS HELPS AVOID AIRBORNE COLLISIONS
AIRPORT TRAFFIC CONGESTION IN NORTHEAST
AIR RAGE INCREASED, ADDITIONAL TRAFFIC AT CROWDED AIRPORTS
FATIGUE, COMMUNICATIONS BETWEEN AIRCRAFT AND ATC
ATC IS GETTING VERY CROWDED, CONTROLLERS HAVE TOO MUCH AIRSPACE
RUNWAY INCURSNIONS . CREW ARE HAVING PROBLEMS ATC IS VERY LAXED. THE NASA REPORTS HELPED. HE THINKS ACIDENTS ARE WAITING TO HAPPEN.
TRAFFIC SATURATION-REGIONAL JETS COMING IN
LENGTH OF CREW DAY, EFFICIENCY OF SCHEDULING; IE, PILOT FATIGUE
SLEEP DEBRIVATION
UNCALCULATED HUGE AMOUNT OF STRESS WITH CURRENT MANAGEMENT-LABOR RELATIONSHIPS
WE SHOULD HAVE POSITIVE BAG MATCH ON ALL FLIGHTS
CREW FATIGUE AND WHY IS IT THAT EVERY MOUNTAINOUS TERRAIN AIRPORT WE FLY INTO DOESN'T HAVE AN ACTIVE RADAR SITE?
GUNS IN THE COCKPITS, RESTRICTING AIR MARSHALS
CONTROLLERS WORKING MORE THAN ONE FREQUENCY AT A TIME. CONFUSION IS CREATED AND IS A SAFETY
HOW MANY GO AROUNDS
FOLLOW UP WITH THE RVSM
FREQUENCY CONGESTION. CONTROLLERS HAVE NO IDEA WHAT WE HAVE TO DO TO DO ALL THE CHANGES. ATC NEEDS TO GET INTO COCKPIT.. IN NY THEY INSIST ON IMMEDIATE ANSWERS. TOO HARD TO DO THATS
NEED MORE ATTENTION TO GROUND EQUIPMENT RUNNING AROUND US
GROUND OPERATIONS AT [AIRPORT X]
THE SHIPMENT OF DANGEROUS GOODS BY THE PUBLIC IS UNREGULATED. THERE ARE MAJOR INCONSISTENCIES IN SECURITY FOR THE FREIGHT SIDES OF AIRPORTS AROUIND THE COUNTRY.

D3A
FREQUENCY CONGESTION AND I WOULD HIGHLIGHT THAT FURTHER, BUT STOPPING A CONTROLLER FROM WORKING SEVERAL FREQUENCIES
THE PROPENSITY OF ATC ESPECIALLY AT AIRPORT X TO POSITION AIRCRAFT TO HOLD FOR A LONG TIME ESPECIALLY WHEN AN AIRCRAFT IS CLEARED FOR TAKE OFF WHEN AIRCRAFT STATED THEY WERE NOT PREPARED. FAA MANDATE TO PREVENT THAT
INACURACY OF WEATHER REPORTING FROME THE NATIONAL WEATHER SERVICE
TAXIWAY MARKINGS
PILOTS FATIGUE
TIME WASTED ON SECURITY ON ME OR OLD GRANDMOMS. IN LOCATION X, NO ALTERNTE AIRPORT-ONLY AIRPORT X. LOCATION X SHOULD BE TREATED LIKE ETOPS. COMMUNICATIONS USE HF COMMNICATIONS. SHOULD HAVE SATTELITE COMMUNICATIONS.
THE CURRENT CLIMATE OF THE AIRLINE INDUSTRY IN REGARDS TO BANKRUPTCY AND AIRLINE MANAGEMENT AND THEIR TREATMENT OF THE PILOT WORKFORCE IN GENERAL. THIS HAS LED TO LARGE # OF PILOTS BEING DISTRACTED FROM FLYING DUTIES BECAUSE CORPORATE CLIMATE.
PEOPLE DID NOT HEAR THINGS DUE TO SIMULTANEOUS TRANSMISSIONS(EG)-WHEN TWO RADIOS ARE BROADCASTING
FATIGUE ISSUES
REGIONAL PLANES IN COMMERCIAL SPACE, TEMPORARY FLIGHT RESTRICTIONS
TRAIN FOCUSES ON SHORT TERM EVALUATION SUCCESS RATHER THAN LONG TERM MEMORY AND DUTIES, TRAINING NEEDS TO INCLUDE MORE UNEXPECTED SCENARIOS
CREWMEMBER FATIGUE
FINANCIAL SECURITY- SHAPE OF THE AIRLINES
THEY USE VERY FEW FRQUENCIES FOR NONE-CONTROLLED AIRPORTS;YOU'RE ALWAYS HEARING CONVERSATION ON ONE FREQUENCY;NEED MORE FREQUENCIES AND CONTROL THE DISTANCE FOR EACH FREQUENCY
PILOTS FATIGUE
QUESTIONS ABOUT FATIQUE AND NIGHT -DAY SLEEP CYCLES, TRAINING- REGULAR, REFRESHER-REORIENTATION
NEW TFR'S, THERE'S NOT ENOUGH TIME TO RESPOND TO THEM. A PILOT CAN UNKNOWING LY VIOLATE A TFR WHILE EN ROUTE, TFR MAY NOT BE ACTIVATED DURING BRIEFING. ALSO, NOT BEING ABLE TO CARRY REPAIR KIT MAKES IT HARD TO DO CERTAIN THINGS SUCH AS LOOSENING WIRE R
FLIGHT TIME LIMITATIONS ARE FOR SCHEDULING PURPOSES ONLY, CAN GO OVER 8 HRS IF NOT SCHEDULED
LOCATION X COMMUNICATION- LOCATON X VHF COMMUNICATION
LOCATION X CONTROLLER HAS TERRIBLE ENGLISH
SATURATION OF AIRCRAFT IN TERMINAL AREA AS A RESULT OF MORE REGIONAL JETS
TRAFFIC IN THE LOCATION X; TOO MUCH VECTORING; LONG TAKE OFF CLEARANCE; LONG WAITS FOR LANDING CLEARANCE
ARE GROUND CREW BEING HELPFUL TO FLIGHT CREW, AIRLINES ARE PUTTING TOO MUCH PRESSURE ON PILOTS
AIRPORT CONGESTION, RADIO COMMUNICATIONS AND PILOT FATIGUE
FREQUENCY CONGESTION ON THE GROUND AIRPORT X AND IN AIRPORT X
SECURITY AT AIRPORTS
OTHER PLANE WAS DELAYED SO THERE WAS A PROBLEM BECAUSE OF THE LATENESS OF THE OTHER PLANE
CREW SECURITY ISSUES
PILOT FATIGUE
TERRORIST AND HIJACKING
SYSTEM IS HAVING TROUBLE MOVING PLANES FROM POINT A TO POINT B-LONGER GROUND TIMES, GREATER SEPARATION IN AIR, MORE S-TURNS & SEPARATION TURNS

D3A
THERE'S STILL NEED FOR IMPROVEMENT WITH SIGNAGE AT AIRPORTS EVEN THOUGH IT HAS IMPROVED. THE CONFUSION NEEDS TO BE ADDRESSED AND IS BUT A BIT SLOWLY
INAPPRORIATE USE OF GUARD FREQUENCY;CHATTER CAN BE VERY DISTRACTING
THE RJ ISSUE--PUTTING THE SMALLER JETS THAT DOHN'T HAVE THE CAPABILITY WE DO INTO THE SYSTEM;WHY PUT MORE LITTLE AIRPLANES INTO A SYSTEM ALREADY CONGESTED?
LACK OF UPDATING OF THE ATC SYSTEM. CONGRESS AND THE GOV'T WON'T PUT THE MONEY INTO.
IN EUROPEAN DESTINATIONS,THERE ARE ALWAYS MULTIPLE TRANSITION ALTITUDE CHANGES. IT IS OFTEN UNCLEAR WHAT ATC IS ACTUALLY SAYING. THERE SHOULD BE STANDARDIZATION IN EUROPE AS THERE IS IN THE
CREW FATIGUE DUE TO WEATHER DELAYS
FATIGUE-- A POWER NAP CAN HELP
THE PROBLEMS ARE SYSTEMICS: LOOK AT PRMS, THE CROSSING RUNWAYS AT AIRPORT X, THE MOST DANGEROUS AAIRPORT; RJS ARE TAKING OVER AVIATION, THINGS WILL GET CROWDED
INTERNATIONAL LANGUAGE - ITALIAN OR FRENCH WILL SPEAK IN THERE LANGUAGE TO THEIR AIRLINES. ENGLISH SPEAKING PILOTS LOOSE SITUATUIONAL AWARENESS AROUND THEM.
FATIGUE
ENFORCEMENT OF CREW REST PERIODS
DATALINK COMMUNICATIONS NEEDS TO ADDED, A FAILSAFE SYSTEM NEEDS TO BE PUT IN PLACE
ATTEMPT BY CONGRESS TO INCREASE RETIREMENT AGE PAST 60,ALSO ADEQUATE CREW REST SEATS FOR INTERNATIONAL CREW MEMBERS ON AIRCRAFT TYPE X AND AIRCRAFT TYPE X
FREQUENCY CONGESTION IS GETTING PRETTY BAD
LANDING SEPARATION AT LANDING;WE ALMOST HIT A PLANE THAT WAS ON THE RUNWAY READY TO TAKE OFF
COCKPIT DOORS NEED TO BE MADE MORE SECURE FROM POTENTIAL BREAK-INS.
FATIGUE, DUTIE TIME , REST
1. CREW REST @ FATIGUE 2.HAVING OTHER COMPANIES DOING MAINTENANCE ON PLAYS . R SAID VERY DANGEROUS 3.REDUCTION IN TRAINING.4.ENVIRONMENT DISTRACTIONS EX FURROWS
ATC'S ABILITY (OR LACK OF) TO DETERMINE SEVERE WEATHER WHILE EN ROUTE
CREW FATIGUE AND RHYTHM CYCLES OF PILOTS
TRAFFIC DENSITY REVAMP
ANOUNCEMENTS HAVEING TO BE BEING MADE WHILE TAXING INTO THE GATE,
NEED SOME TYPE OF DATA LINK TO WEATHER RADAR INFO. TO SEE 5 OR 6 HUNDRED MILES AWAY TO MAKE PLANS EARLIER IN FLIGHT
THERE SHOULD BE NO UNSCREENED BAGGAGE IN THE CARGO AREA, AND PILOT DOES NOT SEE THE POINT IN REMOVING SCREWDRIVERS FROM THE CREWMEMBERS GOING THROUGH SCREENING
WHEN IN THE AIRPORT FOR BOARDING YOU ARE BASICALLY CHOSEN RANDOMLY FOR A SECURITY CHECK SOMETIMES EVEN AFTER YOU HAVE GONE THROUGH AT TWO OTHER CHECK POINTS.
TOO MANY FREQUENCIES ARE BEING MONITORED BY CONTROLLERS AT THE SAME TIME; RUNWAY CHANGES FOR LANDING ARE OFTEN MADE TOO LATE BUT IT IS NOT A PROBLEM SINCE THEY DO NOT HAVE TO BE ACCEPTED
SPEED ASSIGNMENTS BY TOWER
ATC COMMUNICATION WITH AIRLINE PILOTS
FATIGUE
SECURITY
RADIO FREQUENCY CONGESTION AFTER HRS ESPECIALLY IN [AIRPORT X]
NUMBER OF FLIGHT HOURS RELATED TO SURVEY . PILOT'S TOTAL TIME MORE IMPORTANT THAN LAST 60 DAYS.
CREW REST
CREW FATIGUE
CONTROLS IN LOCATION X ARE OVERWHELMED WHEN THEY HAVE 2 OR 3 PLANES AT A TIME.

D3A
SOME OF THE QUESTIONS SHOULD BE LONGER AGO THAN 90 DAYS. ASK QUESTIONS ABOUT PILOT AND CREW FATIGUE--THIS IS A REAL SAFETY HAHZARD.
AIRPORT CONGESTION
WEATHER RADAR THAT'S SAT COM WOULD BE NICE--NATIONALLY THAN OFF THE TRANSMITTER
FLOW CONTROL
[AIRPORT X] IS WORST TO CHANGE SPEED AND ALTITUDE AND CAUSES INCREASE WORKLOAD + SITUATIONAL AWARENESS. ATC SHOULD HAAVE BETTER AWARENES OF PERFORMANCE-ABILITY OF AIRCRAFT.
ASK MORE QUESTIONS ABOUT THE FREQUENCY CONGESTION
ADDRESS STANDARDIZATION ON INSTRUMENT APPROACH PLATES, BENEFICIAL TO ASK QUESTIONS ABOUT WAKE TURBULENCE, DEPENDING ON THE AIRCRAFT SIZE, ATC CONTROLLER VERBIAGE AND MISCOMMUNICATION, AIRCRAFT MAINTAINING SUPPORT, AND THE HANDLING OF DANGEROUS GOODS.
I FEEL FOR EVERY TAXIWAY THAT INTERSECTS THERE SHOULD BE INGROUND RED STOP LIGHTS, ALSO ATC DUAL FREQUENCY USE SHOULD BE MORE LIMITED A RUNWAY
AIR TRAFFIC CONTROL IN LOCATION X
CONTINUES CHANGES BY ATC IN HIGH DENSITY AREAS IN ALTITUDE, AIRSPEED AND HEADING--TAKEN OFF INSTRUMENT PROFILE
A NEW MODEL RUNWAY INCURSION PREVENTION SYSTEM IS FANTASTIC AND SHOULD BE STANDARD EQUIPMENT ON ALL PLANES. MORE AIR TRAFFIC CONTROLLERS ARE NEEDED.
ATC GOING TO 1000 FEET OVER LOCATION X; OVER LOCATION X OR THE OCEAN IT'S OK .
RESPONISBILITY THAT IS PUT ON CAPTAINS FOR HAVING THE SEAT BELTS ON. SHOULD BE MORE RESPONSIBLITY PUT ON THE PASSENGER. RUNWAY CHNAGES WITHIN 10 MILES THIS IS COMMON PRACTICE IN SOME AIRPORTS, [AIRPORT X] AND [AIRPORT X] ARE PRIME EXAMPLES. DUE TO TYPE
PROBLEMS RELATED TO FATIGUE DUE TO CERCATEUM RYTHM CHANGE.
COMMUNICATIONS, PARTY-LINE: MANY PEOPLE TRYING TO TRANSMIT AT THE SAME TIME(FREQ. CONGESTION) TAXIWAY IDENTIFIERS CAN BE CONFUSING: SOME USE #S, SOME USE LETTERS, SOME USE COMBINATION OF
AIRCRAFT THAT ARE NOT TCAS EQUIPPED
THERE APPEAR TO BE POLITICALLY CORRECT AIRLINE COMPANIES (SPECIFICALLY, [AIR CARRIER X]) GETTING PRIORITY HANDLING OVER ESTABLISHED CARRIERS AT AIRPORTS, ESPECIALLY AT [AIRPORT X]. THIS IS DEFINITELY AFFECTING SAFETY.
PREVALENCE AND FREQUENCY OF BLOCKED COMMUNICATIONS EVERYWHERE
HOW MANY TIMES HAVE YOU BEEN REROUTED FOR NO GOOD REASON? POOR TIMING AND PLANNING AND CAUSES A SCRAMBLE IN THE COCKPIT. HELD AT AN ABSOLUTE MINIMUM UNLESS THERE'S A GOOD REASON AND NOT FOR THE CONVENIENCE FOR THE CONTROLLERS.
WE NEED AIRBORNE WEATHER GRAPHICS (IE NOWRAD)
VOLUME FOR SOME CONTROLLERS IS TOO MUCH . TOO MUCH FREQUENCIES FOR THEM TO HANDLE ESP IN NE OF US.
R SAID THAT PILIOTS THAT FLY CARGO DONT HAVE DE CAS .ASK QUESTIONS IN REGUARD TO THAT
REFERENCE TO HOW OFTEN A FLIGHT CREW FEELS ABOUT BEING PRESSURED INTO ACCEPTING A CLEARANCE THAT WILL REDUCE SITUATIONAL AWARENESS.
LACK OF SAFTEY EQUIPMENTS TCAS TERRAIN AVOIDANCE SYSTEM IN FREIGHT CARRIER
T-CAS FOR CARGO PLANES-NOW NOT REQUIRED BUT SHOULD BE. FATIGUE AND CREW REST
SOME AIRCRAFTS THAT I THE R HAVE FLOWN DOESN'T GET TCAS WARNINGS
FATIGUE IS VERY IMPORTANT
OVER ALL CONGESTION IN NORTH EAST & DIMINISHED SPACING
COMMUNICATIONS PROBLEMS VIA RADIO AND MODERN AIRCRAFT, EVERYONE HAS TO FLY AT THE LOWEST COMMON DENOMINATOR OF AIRCRAFT.

D3A
FATIGUE-AFTER ALL NIGHT LEGS AND TIME ZONE PROBLEMS...OUT OF SYNC RHYTHMS
RSVP
CREW REST AND DUTY TIME LIMITATIONS; WE'RE STILL WAKING UP 3 HOURS BEFORE DEPART TIME
[AIRPORT X] CENTER LETS PLANES FLY IN WRONG DIRECTION FOR ALTITUDES
ARE PILOTS COTINUING PIREPS REPORTS
FATIGUE ISSUES, DAY AND NIGHT TRANSITIONS TO THE BACKSIDE OF CLOCK
AIRCREW'S RECORDING OF EVENTS NOT STANDARDIZED
SECURITY- THERE NEEDS TO BE A TIGHTER, NATIONAL SECURITY SCREENING FOR ALL PERSONS WITH ACCESS TO AIRPLANES
RECOVERIES FROM THE ENHANCED GROUND WARNING SYSTEM, CFIT RECOVERY QUESTIONS
POTENTIAL PROBLEMS - WAKE TURBULENCE FROM NEW GENERATION WINGS ON [AIRCRAFT TYPE X] ; - CONFUSION FROM NON-STANDARD PHRASEOLOGY BY ATC & PILOTS; AND - DANGER OF ON-LIGHT PRIOR TO TAKEOFF (NEW FAR) , PARTICULARLY FOR AIRCRAFTS CLEARED TO CROSS ACTIVE RUNWAY
R SAID FREQUENCY CONGESTION ON ROUTE AND AT THE TERMINAL2 R SAID WITH SEVERE WEATHER CENTER TO CENTER IS LACKING
R SAID THERE MUST BE CONTINUED VOICE COMMUNICATION WITH MULTIPLE AIRCRAFTS
POSITION REPORTING IN NORTH ATLANTIC USES ADS AUTOMATIC DEPENDENCE SURVEILLANCE USE CPDL TO GET ALTITUDE CHANGE, ADS MAKES POSITION REPORT AUTOMATICALLY, IN NORTH PACIFC NO ADS, WHEN CROSS POSITION REPORTING MUST MAKE POSITION REPORT YOURSELF
CREW FATIGUE RELATED QUESTIONS WOULD BE A GOOD IDEA
ON APPROACH, VECTORED FOR ILS APPROACH, HAD TO DESCEND THRU OVERCAST AREA, ATC COULD TAXI [AIRCRAFT TYPE X] BETWEEN TWO RUNWAYS, ATC DOES NOT HAVE TO PROTECT ILF, PLANE CAPTURED FALSE GLIDE SLOPE, BELOW SAFE ALTITUDE
PILOT FATIGUE AND PILOTS REALLY STRESSED AND AFRAID THEY WILL LOSE THEIR JOBS
R FELT THAT QUESTIONS SHOULD BE ASKED ABOUT AIRPORT CONDITIONS THROUGHOUT THE USA, E.G. RUNWAY CONDITIONS, ETC
MISSED APPROACH DUE TO TRAFFIC ON RUNWAY
ABOUT AUTHORITY GIVEN TSA (AIRPORT SCREENERS)
MULTIPLE CLEARANCES AND A RADIO CHANGE
MENTAL ATTITUDE THAT CREW IS PUT INTO BECAUSE OF GROUND SECURITY CHECKS . START DAY OFF GOOD BUT THEN GET SLAMMED AND RUINS MY WHOLE DAY.
[AIRPORT X] AND [AIRPORT X] ARE NOTORIOUS FOR SPACING AND WIND PROBLEMS; THE TOWERS WANT TO HAND OFF THE AIRCRAFT TOO QUICKLY.
STANDARD TERMOLOGY IN COMMUNICATIONS
LANDING HOLD SHORT OF OPERATIONS
[AIRPORT X] IS AN AIRPORT THAT ALWAYS DOES MULTITLE RUNWAY CHANGES. THEY ARE ONE OF THE WORST.
TOO MUCH CONGESTION, TOO MANY AIRPLANES IN AIRPORT AT THE SAME TIME
MAYBE ASK QUESTIONS ABOUT REJECTED LANDINGS
R THINKS THERE SHOULD BE GUIDELINES ABOUT SARS
WHEN ATC TRAINEES ARE ON DUTY, THERE IS A SUFFICIENT REDUCTION IN ATC OPERATION
THE CONCEPT OF PUTTING 2 PLANES ON 2 PARALLEL RUNWAYS THAT DO NOT MEET THE CURRENT SEPARATION STANDARDS
INADEQUATE CREW REST
CONGESTION AT LARGER AIRPORTS AND TIME CONSTRAINTS TRYING TO GET AIRPLANES TO LAND AND TAKE OFF
PUT PRESSURE ON THE CREW TO DO ILLEGAL THINGS BECAUSE IF WE DON'T DO IT THEY WILL GET SOMEONE ELSE TO DO IT. NO OIL PUT IN ANY OF THE X ENGINES.

D3A
NEED TO ADDRESS PROBLEMS OF THE COMPLEXITY OF THE TAXI SYSTEM. R FLIES DOMESTIC AND INTERNATIONAL AND IT IS 2 DIFFERENT SCENARIOS ENTIRELY.
TAXING ON THE WRONG TAXIWAY; AVIATION SECURITY
FREQUENCY CONGESTION IS A BIG PROBLEM AND AMOUNT OF TRAFFIC MAKES EVERYTHING VERY RUSHED, FATIGUE IS ALSO AN ISSUE
RUNWAY INCURSIONS, SERCURITY MATTERS NOT AFFECTED CHANGE
AIRPORT SECURITY, CARGO TERMINALS HAVE LESS SECURITY THAN PASSENGER TERMINALS
DOMESTICALLY IT IS QUITE CONGESTED. EXCEPT RECENTLY.
CLEARANCES ON ROLLOUT
CONTROLLERS CLEARING LARGE AIRCRAFT FOR LANDING ON VISUAL APPROACHES SO THEY DON'T HAVE TO BOTHER WITH YOU, IN A LARGE AIRPLANE YOU NEED TO MAKE A TURN WHICH IN OR OUT OF THE MARKER WITH A PLANE RIGHT BEHIND YOU. WHICH IN A LARGE PLANE YOU ARE GOING FAST
LACK OF ATC STAFFING RESULTED IN NO PERMISSION TO AVOID SEVERE WEATHER
PILOT CONCERNS ABOUT HAVING TAILSTRIKES, IS THIS A SATELY
IN SOUTH AMERICA AND EUROPE THERE IS A LANGUAGE PROBLEM WHICH RESULTS IN A LACK OF SITUATIONAL AWARENESS.
LAND AND HOLD SHORT OPERATIONS. THESE ARE MOTIVE BY CONGESTIONS AS OPPOSE TO SAFETY
FREQUENCY CONGESTION IN THE TERMINAL AREA AT VERY BUSY AIRPORTS
MANDITORY ANTI BLOCKING MICROPHONE.
ASK ABOUT IN OTHER FLIGHT EMERGENCIES
FREQUENCY CHANGES: ON APPROACHING, CAN'T GET CLEARANCE CHANGES FROM THE TOWER, MAKES IT DIFFICULT TO LAND. AIRPORT X AIRPORT WHEN TAXI-WAY IS CLOSED, INNER LIGHTS ARE TURNED OUT (FOX TROT IDENTIFIER LIGHTS SHOULD BE ON).
GRND CONTROL SEPARATING TAXING AIRCRAFT AND THERE BEING AWARE OF EACH AIRCRAFTS POSITION AND TAXI ROUTE
PLOWS ON SAME FREQUENCIY AS AIR CRAFT AND DIDNOT WARN PILOTS OF SNOW BUILD-UP DUE TO PLOWING
SECURITY
PRECISION RADAR MONITORING APPROACHES
WHY CAN'T WE HAVE A GLOBAL POSITIONING SYSTEM WHERE THEY ACTUALLY SHOW YOU A LAY-OUT OF THE AIRPORT-I HAVE THIS ON MY PERSONAL AIRPLANE BUT IT'S NOT AVAILABLE ON COMMERCIAL PLANES-
CREW REST
FREQUENCIES ARE JUST TOO OVER CONGESTED
RESPONDENT SAID THAT AT THE [AIRPORT X] THE ATC ARE DOING SO MANY THINGS SO COMMUNICATION IS VERY STRESSFUL
VISUAL APPROACHES
TRAINING ISSUES, IS TRAINING INADEQAUTE, FATIGUE ISSUES SHOULD BE ADDRESSED, TRAINING ON CIRCADIAN RHYTHM ISSUES,
TRAFFIC CONFLICTS,
WAKE TURBULENCE ON TAKEOFF
DEFINED SCHEDULING PARAMETERS, CIRCADIAN RHYTHMS, CREW REST, APPROACH PROCEDURES IN REMOTE
RUNWAY INCURSIONS AT CONGESTED AIRPORTS IS CHAOS
TRAFFIC CONGESTION ON ATC HAPPENS MORE AND MORE--NEED TO FOCUS ON THIS---ALL Q'S ARE RELEVANT BUT NOT IN LAST YEAR DID THESE HAPPEN
NOTAM SYSTEM - IN EFFECTIVE FOR REMOVING OUT OF DATE INFORMATION - INCONSISTENT DISSEMINATION OF INFORMATION -- 2. ATC WORK LOAD IS EXCESSIVE - ATC STAFFING IS INADEQUATE - ATC CONTROLLERS ARE REQUIRED TO OPERATE TOO MANY POSITIONS, EX. [REDACT]

D3A
ATC CLEARANCE:NUMEROUS UNEXPECTED ATC CHANGES OCCUR IN THE TAXING GATE TO RUNWAY, WORSE ON DEPARTURES, CAUSES CONFUSION AND BREAKDOWN IN RUNWAY ASSIGNMENT, W-GROUND CONTROL AND
RVSM TOO MANY AIRCRAFT TOO CLOSE IN THE SKY 1000 FT VERTICAL SEPARATION IS NOT ENOUGH3
MORE EMPHASIS ON WAKE TURBULANCE
THE BIG PROBLEM IS THAT THERE ARE NO STANDARZATION ON WHAT A PASSAGER CAN BRING THROUGH. IT LEADS TO PEOPLE BE ABLE TO BRING ON UNDESIRABLE THING ON FLIGHTS.
RUNWAY INCURSIONS DUE TO POOR SIGNAGE AND MARKINGS,
TCAS EVENTS;
CREW REST
CIRCADIAN DISRHYTHMIA
FATIGUE & FLYING ON GRAVEYARD SHIFT IS LESS SAFER & CONTRIBUTES TO MANY OF OUR SAFETY ISSUES IN FLYING CARGO
CREW REST REQUIREMENTS
I WORRY THERE'S A CHANCE OF AN AIRCRAFT CONTROLLER POINTING OUT AN AIRCRAFT AND THEN THE PILOTS SAY THEY HAVE VISUAL CONTACT BUT INFACT ARE LOOKING AT ANOTHER AIRCRAFT BUT THEY MAY NOT REALLY SEE THE AIRCRAFT THE A.T.C. THINKS THEY SEE AND THAT HAS CAUSE
ONE AREA OF CONCERN IS [AIRPORT X] WHERE THEY HAVE INTERSECTION RUNWAY OPERATIONS, THEY USE ONE FOR DEPARTURE AND ONE FOR ARRIVAL AND THEY DO A GOOD JOB OF JAMMING A LOT OF TRAFFIC BUT THERE IS A LARGE POTENTIAL FOR CONFLICT BETWEEN ARRIVAL AND DEPARTURE
CONGESTION ON RADIO FREQUENCY BECAUSE OF CALLS BEING CONDUCTED.
SECURITY MAJOR PLAYER IN AIRLINE SAFETY
ECONOMIC CONCERNS BIG TIME
R SAID THERE ARE PROBLEMS BUT CANT THINK OF THEM NOW
LAND AND HOLD SHORT- REDUCED VERTICAL SEPARATION
NOT FOR THE US BUT FOR SOUTH AMERICA
MORE RADIO AND COMMUNICATION PROBLEMS
I FEEL VERY VERY ADAMENTLY ABOUT THIS..THE NOTAM SYSTEM IS SO DIFFICULT TO UNDERSTAND THAT PILOTS ARE IGNORING THEM BECAUSE THE ABBREVIATIONS ARE AMBIGUOUS...PILOTS COMPLETELY IGNORE NOTAMS ACROSS THE BOARD...THE SYSTEM IS ARCANE...WRITE IT OUT IN NORMA
A LOT OF THE TIME CONTROLLERS WILL ASK US TO DO THINGS THAT THIS AIRCRAFT CANNOT DO BECAUSE IT'S OLDER AND DOESN'T HAVE THE EQUIPMENT. AND CONTROLLERS WANT TO RUSH A VISUAL APPROACH WHEN IT ISN'T APPROPRIATE
TAKE-OFF SEPARATION IN WAKE TURBULENCE ON DEPARTURE SHOULD BE ADDED.
COMPLACICY IN THE COCKPIT(EX) LOSS OFCRUCIAL PILIOT SKILLS
DATA LINK FOR REAL TIME WEATHER DEPICTION ESPECIALLY IN SUMMER AND WHAT IS GOING ON IN THE TERMINAL AREA-PULL UP PROXIMITY TO AIRPORT. IT IS OVERKILL IN SHUTTING AIRSPACE DOWN IN BAD
PRM APPROACHES ARE NOT A GOOD THING REASONS:WAKE TURBULANCE AND BREAKOUT BECAUSE BREAKOUTS ARE SOMETIMES DONE WITH AUTO PILOT OFF ATHIS IS A SAFETY HAZZARD
WE NEED DATA LINK FOR WEATHER AND COMMUNICATION IN THE COCKPIT
CREW REST IS ALWAYS AN ISSUE DOMESTICALLY BUT INTERNATIONALLY IT'S NOT A PROBLEM UNLESS THERE'S A DELAY ON THE GROUND DEPARTING FROM THE US AND ON THE OTHER END BECAUSE OF WEATHER AND/OR AIR TRAFFIC PROBLEMS
RF
TERRORIST ISSUSES
CONGESTION WHILE TAXING, QUALITY OF THE RADIO COMMUNICATIONS ARE BAD, THE RADIOS ARE HARD TO UNDERSTAND, BAD COMMUNICATION QUALITY

D3A
PILOT REST PERIOD AND PILOT DUTY PERIODS ONE IS TO LONG AND THE OTHER IS TOO SHORT AND IT IS RAMPANT RIGHT NOW
RVSM-THERE WILL BE TOO MANY WAKE TURBULENCE ENCOUNTERS
LACK OF RAIN REPELLANT FOR WINSHIELDS
CREWMEMBER DUTY TIMES: LENGTH OF TIME, FATIGUE.
CREW REST-
ATC EN ROUTE, BOTH NAT'L & INTERNAT'L, TOO MANY INSTRUCTIONS & TOO MUCH CONGESTION-AMBIGUITY CANNOT BE ADDRESSED QUICKLY ENOUGH
CIRCADIAN RHYTHM IS A BIG ISSUE. FAA NEEDS TO MAKE RULES WITH THAT.
FREQUENCY CONGESTIONS IN THE BIG AIRPORTS SETS MY HAIR UP ON MY NECK. MAKE SURE THAT EVERYONE IS ON THE SAME PAGE WHEN ON THE RUNWAY
CREW FATIGUE
NEED EVIDENCE INDUSTRY'S SPIN IS IMPROVING SAFETY-ESP SINCE [EVENT X]--STUDY HOW SAFETY HAVE AFFECTED ALL CARRIERS
IN GENERAL TERMS INQUIREING ABOUT ANY OTHER EMERGENCY SITUATION THAT HAPPEN DURING THE LAST 30 DAYS THAT ARE NOT COVERED ON THE SURVEY
MULTIPLE ALTITUDE ASSIGNMENTS AND WRONG ALTITUTUDE ASSIGNMENTS , FREQUENCY CONGESTION ISSUES
ATC HABIT OF TRYING TO LAND-TAKE OFF TOO MANY PLANES- CLEARANCE FOR VISUAL APPROACHES WITH IMC CONDITIONS-FOLLOWING AN AIRCRAFT IN SIGHT AHEAD , ESPECIALLY AT AIRPORT X WHERE BRJJ IS CLEAR. SLAM DUNK APPROACHES ISSUED FOR NOISE ABATEMENT PUT
BOTH PILOTS PLAYING WITH THE AUTOMATION AT THE SAME TIME
LACK OF STANDARDIZATION BETWEEN AIRCRAFTS AND AIR CREWS AS WELL
LAND AND HOLD SHORT SHORT IS A PROBLEM
SECURITY MEASURES AND HAZARDEROUS MATERIALS, WHOLESALE PROCEDURE CGANGES TO SATISFY LEGAL CONCERNS
RUNWAY AND SIGNAGE PROBLEMS
NOTAM SYSTEM NEEDS TO BE FIXED. SOME ARE OUT-DATED, ABBREVIATIONS & CODES ARE DIFFICULT TO INTERPRET, DATE-TIME GROUPS ARE DIFFERENT. IMPORTANT ONES ARE HIDDEN IN ALL THE "JUNK".
THE ASPECT OF LOCKING THE COCKPIT WITH A SAFETY BAR TO KEEP HIGH JACKERS OUT
NOTAMS SYSTEM
RVSM-REDUCED VERTICAL SEPARATION-MAINTAIN 2K FT SEPARATION IN SAME DIRECTION. REDUCTION TO 1K IS DANGEROUS.
COOPERATION BETWEEN CENTER CONTROLLERS, FLOW CONTROL
ATC AT INTERNATIONAL AIRPORT WHERE CONTROLLER TEND TO HAVE HF OVERLAPPING WITH VHF. THEY GENERALLY SWITCH TO HF AND THIS MAKES IT DIFFICULT TO HEAR COMMUNICATION, ESPECIALLY SO WHEN YOU HAVE LOWERED VHF TO PREVENT STATIC PROPERLY
THE DELAYS ARE STILL EXCESSIVE EVEN WITH THE 20% IN FLIGHT REDUCTION
ATC BEING RUDE AND UNPROFFESSIONAL IS A SAFTETY ISSUE
THE AIRLINES ARE NOT MAKING ANY MONEY,BUT A PILOTS JOB IS SO CRITICAL
MAINTENANCE PROBLEMS
MORE QUESTIONS REGARDING TRAFFIC CONGESTION AND SMALLER AIRCRAFT,
FATIGUE IS AN EXTREME ISSUE THAT NEEDS TO BE ADDRESSED, EVERY ACCIDENT AND INCIDENT IS MAJOR
ASK MORE ?'S ABOUT COGESTION IN LARGER AIRPORTS
EXCEEDING 250 KNOTS BELOW 10,000 FEET
GROUND SECURITY AT THE GATE
DUE TO POST [EVENT X], PILOTS HAVE LESS PAY, MORE WORK, PILOTS HAVE TO WORK 2 JOBS TO MAKE ENDS

D3A
NOT HAPPPY WITH THE NEW SECURITY DOORS. HAD AN EXPERIENCE WERE THE PANELS BLEW OUT IN FLIGHT.
ON STRICTLY CARGO FLIGHTS, UNDECLARED HAZARDOUS MATERIALS ARE A PROBLEM. THIS CARGO IS NOT ALWAYS INSPECTED. THERE IS NO CLOSE SCRUTINY OF GROUND PERSONNEL (CATERING& FUEL PEOPLE, ETC.). I AM CHECKED 4 TIMES GETTING TO THE PLANE AND GRND PRSNL ARE NOT.
LANGUAGE PROBLMEN WITH FOREIGN CONTROLER
FREQUENCY CONGESTION
CREWMEMBER COMPETENCY, FOR EXAMPLE: HAVE YOU FLOWN RECENTLY WITH ANYONE WHO'S COMPETENCY WOULD/SHOULD BE QUESTIONED
[AIRPORT X] APPROACH - THEY USE UP THERE THAT HAS BEEN UNDER SOME QUESTIONS. PILOT ON EACH RADIO PRM APPROACH FROM PILOT STANDPOINT IS A TERRIBLE APPROACH. RUN TWO AIRPLANES SIDE BY SIDE TOO CLOSE. PILOT OVERLOAD.
R SAID THERE IS A GREAT DEAL OF CONFUSION WITH FMC. R WAS TALKING ABOUT INTERNATIONAL FLIGHTS. DEPARTING FROM [AIRPORT X] THERE IS CONSTANT ANGLE DESCENT.
USE OF OF MULTIPLE FREQUENCIES BY CONTROLLERS
CREW FATIGUE AND CREW HYDRATION
OPERATIONS IN AND OUT OF [AIRPORT X] - RUNWAY AND APPROACH CHANGES DUE TO AIRTRAFFIC
CREW FATIGUE.
FLIGHT CREW REST
AUTOMATION
MORE QUESTIONS ABOUT TIGHTLY SPACED APPROACHES
RULES ENACTED BY FAA CAUSING SITUATIONAL AWARENESS TO BE COMPROMISED
NEED TO MANDATE T-CAS AVOIDANCE SYSTEM FOR CARGO; EMPHASIZE MORE STRINGENT REST REQUIREMENTS FOR BACK SIDE OF THE CLOCK, DO NOT RAISE MANDATORY RETIREMENT AGE IN CONGRESS
IN DOWN WEATHER, APPROACH CONTROL GIVING RADAR VECTOR AT OUTER MARKER-HAPPENS OFTEN & CREATES SAFETY HAZARD
LANGUAGE PROBLEMS ON INTERNATIONAL FLIGHTS;
GROUND HANDLING OF AIRPLANES ARE POOR INDUSTRY IS IGNORING LABOR UNREST WHICH WILL CERTAIN LEAD TO SAFETY PROBLEMS. COST CUTTING IN THE MAINTENANCE OF AIRCRAFTS WILL ULTIMATELY LEAD TO SAFETY PROBLEMS.
HOW MANY TIMES CLEARANCE IS GIVEN WITH A NUMBER OF ELEMENTS IS HARD FOR US TO ABSORB ALL THE ELEMENTS OR MISSED BY THE CREW. ALSO CLEARANCE ISWSUED + ONLY 1 CREW HEARD BUT 2ND CREW DID NOT GET-HEAR CLERANCE BECAUS OF DISTRACTIONS-PREOCCUPATIONS WITH SO
LAND & HOLD SHORT
NO QUESTIONS ON RVSM.- NO QUESTIONS ON HUD
ATC COMMUNICATIONS, OVER-SATURATED FREQUENCIES, INCREASE IN DELAY IN ATC COMMUNICATIONS, INCREASE IN HURRIED CLEARANCES
ATC CONGESTION AT CRITICAL TIMES
R SAID MORE QUEST. ABOUT ATC
MARKINGS ON TAXIWAYS ARE UNCLEAR IF NOT FAMILIAR WITH AIRPORT-SIGNS MAY BE FOR YOUR TAXIWAY OR THE PARALLEL ONE
FATIGUE
PILOT FATIGUE
NUMBER OF AIRCRAFTS, NEEDS POLICE TO BE OUT ON THE RUNWAYS, SOME PLANES COME IN TOO FAST
SPLIT FREQUENCY FOR THE SAME RUNWAY
AN AIR CARRIER X PILOT WAS LYING NEEDED A IFR CLEARANCE + DIDN'T ASK FOR ONE. NO WAY HE COULD SEE--HE WAS LYING

D3A
TOO MUCH TRAFFIC CONGESTION DURING HUB AND SPOKE TIMES
CONFLICTS AND RADIO COMMUNICATION, CONGESTION
INTERNATIONAL OPERATIONS- FLYING OVER AFRICA THE ENROUTE CONTROLLING FREQUENCY IN LOCATION X
ISSUE OF TURBULENCE AND TURBULENCE AVOIDANCE SHOULD RECEIVE NATIONAL ATTENTION AS IT IS A BIG PROBLEM
ATC COMMUNICATION PROBLEM, INVOLVED GROUND PROXIMITY WARNING SYSTEM ACTIVATION, ATC DID NOT GIVE HIGHER ALTITUDE
FREQUENCY CONGESTION WITH A T C AT SOME OF THE HUB AIRPORTS ,MAINLY [LOCATION X]
PUT MORE AIR MARSHALS ON AIRPLANES
FLIGHT CREWMEMBER FATIGUED BECAUSE OF OUTDATED REGULATIONS
TAIL WIND LANDINGS
AVIATION SECURITY-THE TYPE OF SECURITY WE HAVE NOW IS WINDOW DRESSING;SMOKE AND MIRRORS-THE FOCUS IS ALL WRONG
BECAUSE OF PRECISE NAVIGATION CAPABILITY, AIRPLANES ARE ALL AT EXACT CENTER OF THE AIRWAY, AND THIS INCREASE THE DANGER OF COLLISION AND WAKE TURBULENCE EXPOSURE. SOMETIMES CONFLICT BETWEEN ATC AND TCAS. PILOTS TRAINED TO DO WHAT TCAS SAYS.
WAS THERE ANY STRUCTURAL DEFECT OR DAMAGE TO THE AIRCRAFT WITH AN UNKNOWN CAUSE
GROUND TAXIING IN FOG CONDITIONS, (IMC) LOW VISIBILITY.
ACTUALLY, I WOULD JUST LIKE TO COMMENT THAT THE SYSTEM SEEMS TO BE BETTER THESE LAST FEW YRS.(FEWER FLIGHTS)
ALTITUDE SEPARATION GETTING SMALLER AND SMALLER, AIRCRAFT SPACING
TIME AND DUTY REGULATIONS
FREQUENCY CONGESTION NOT BEING ABLE TO GET THROUGH ESPECIALLY IN LOCATION X
IN [AIRPORT X] THE GROUND CONTROL FREQUENCY IS HIGHLY CONGESTED,THEY'VE GOT NORMAL GROUND FLOW OPERATIONS ALONG WITH AIRCRAFT REQUESTING PUSHBACKS-IT'S TO REQUEST PUSHBACK-TYPICALLY IT TAKES 3-4MINS EVEN BE ABLE TO GET INTO THE FREQUENCY
PRM APPROACHES-LANDING HOLDSHORT OPERATION
TRAFFIC CONGESTION EVERYWHERE
SHOULD ASK MORE QUESTIONS ABOUT SECURITY
PILOTS FATIGUE
QUESTIONS COVER MOST OF THE AREA'S THAT CONCERN US ,BUT THE TIME FRAME IS TO SHORT OF TIME .
R SAID THE AIRPORTS ARE CRAMING TO MANY PLANES
NIGHT TIME FLYING
ATC CONTROLLERS FROM AIRPORT X
LIGHTNING STRIKES ARE OCCASIONALLY PROBLEMATIC, WINDOW SOCKS NEED TO BE CONSISTENTLY AND OBVIOUSLY PLACED AT ALL AIRPORTS FOR SAFETY ISSUES
FATIGUE AND DUTY TIME. LEGAL REST AND PRACTICAL REST ARE DIFFERENT...LOCKS ON DOORS ARE USELESS IF YOU HAVE A KICK-OUT PANEL ON BOTTOM OF DOOR.
RUNWAY USAGE PERTAINING TO DIRECTION OF FLIGHT(PARALLEL USAGE [AIRPORT X]),AIRPEED RESTRICTIONS PERTAINING TO REGIONAL JETS AND THE BIGGER JETS, AND DEVIATIONS WITHT THE WEATHER THAT ARE DENIED
STANBDARDIZED RADIO TERMONLOGY IS NOT ENFORCED EFFECTYIVELY
PILOT FATIGUE
LAND AND HOLD SHORT AND POSITION AND HOLD,
MOST OF COMMUNICATION IS W-A.T.C CONTROLLERS WHO ARE TALKING AND HAVE TO BE CALLED UP SEVERAL TIMES, COSTS ARE BEING CUT ON SAFETY

D3A
[EVENT X] I WOULD BE INTERESTED IN FURTHER CONSIDERATION OF ARMING CREWMEMBERS-THE AIRMARSHAL PROGRAM AND SECURITY ON THE OTHERSIDE OF THE FENCE-PEOPLE INFILTRATING OFFICIAL POSITIONS IE CATERING,FUEL FILLER, TRUCK DRIVERS
SIGNAGE AND MARKINGS ON TAXIWAYS ESPECIALLY AT NIGHT . THERE ARE BOXES LEFT BLANK. INCLUDE A TEN NINE PAGE HARD TO READ--ENLARGE IT + TOO ENCRIPTIVE.
AT BUSY AIRPORTS, AIRCRAFT ARE CLEARED FOR TAKEOFF BEFORE 3 MIN WAIT TIME; PILOTS REFUSE TO TAKEOFF BEFORE THIS TIME; TOO DANGEROUS
ABOUT 98%OF CARGO CARRIERS DO NOT HAVE TCAS ADVISORIES.
RUNWAY AND TAXIWAY MAKINGS ARE POOR, LIGHTING ON INTERNATIONALTAXIWAYS,, NONRADAR AIRPORTS
CREW MEMBERS ARE REQUIRED TO IDENTIFY VOR NAVIGATION FACILITIES. THAT MEANS YOU HAVE TO LISTEN TO MORSE CODE AND IT TAKES AWHILE TO HEAR THE DOTS AND DASHES. THE IDENTIFIER FOR VOR IS ONCE EVERY 15 SECONDS. THIS PROCESS IS TOO DISTRACTING & TIME CONSUMING
PILOT FATIGUE IS A BIG ISSUE.
LAST MINUTE CLEARANCE CHANGES ARE TOO FREQUENT
RELATIVE TO ROUTING IN THE CONGESTED AREAS OF THE NORTHEAST;IT CAN BE TOTALLY DIFFERENT FROM ONE DAY TO THE NEXT
FREQUENCY CONGESTION SEEMS TO BE THE BIGGEST PROBLEM
FMC ISSUES
THAT IS A REAL QUESTION CONCERN FOR PILOTS.
HUMAN FACTORS (EX. JUST THE MENTAL ATTITUDE OF THE PEOPLE).
CLEARANCES TO INTERCEPT AIRWAY INTERCEPTIONS WITH NO ELECTRIC INTERSECTIONS
R SAID THERE ARE MANY DEPARTURES IN AND OUT OF [AIRPORT X] MANY TIMES THIS REDUCES SITUATIONAL AWARENESS.
DUTY TIMES, HUMAN FACTORS
CIRCADIAN RHYTHMS, CREW DUTY DAYS SCHEDULING, INTERNATIONAL CLEARANCES AND COMMUNICATIONS BARRIERS, SECURITY, ADSB
R SAID THE REGINAL JETS ARE FLYING INWITH THE [AIRCRAFT TYPE X] AIRLINERS AND THIS IS CAUSES PROBLEMS WITH ATC
COMMUNICATION CONGESTION ON THE FREQUECIES IS STILL A BIG PROBLEM.
SLEEP DEPRIVATION!
ARMING COCKPIT CREWMEMBERS
ESSENTIAL THAT PILOTS BE ARMED ON A VOLUNTARY BASIS FOR SAFETY FOR EVERY PILOT.
MULTI FREQUENCY USES ON THE GROUND AT LARGE AIRPORTS FOR GROUND CONTROL--IF YOU DON'T KNOW THE AIRPORT, YOU'RE LOST;YOU DON'T KNOW WHAT FREQUENCIES ARE BEING USED AND WHERE
KEEPING AIRCRAFTS AT HIGH SPEED TOO CLOSE TO AIRPORT AND NEED FOR BETTER TURBULENCE REPORTS WHILE AIRBORNE
NOT ENOUGH INFO WHN TANSITIONING FRM IMC TO VISUAL APPROACH
INTERNATIONAL SYSTEM-WORDING [LOCATION X] CONTROLLERS
SHOULD NOT DECREASE SPACING IN CONTINENTAL UNITED STATES, REGIONAL JETS WILL REDUCE QUALITY BECAUSE OF INCREASE IN TRAFFIC, CAN GET BETTER WEATHER ON NOTEBOOK COMPUTER THAN AT SOME
OVERALL CONJESTION AT THE MAJOR AIRPORTS. SUGGEST IMMEDIATE IMPLETMENTATION OF RSVM.
LANGUAGE DIFFICUTIES WITH A.T.C. AT NON-US AIRPORTS
[AIRPORT X] GROUND PROCEDURES-YOU DON'T HAVE TIME TO RESPOND BEFORE THEY GO TO THE NEXT AIRPLANE; THEY TALK TO 5 PLANES AT ONCE
THE MAJOR CONCER THAT I HAVE IS ATC CONTROLLERS ARE SPEAKING TO SEVERAL AIRCRAFTS ON SEVERAL FREQUENCIES AND THIER MESSAGES CAN GET LOST OR BE CONFUSING.+

D3A
INSTEAD OF LANDING ASK ?'S ABOUT NOISE ABATEMENT TAKE PRECEDURES
DISCUSS CROWED AIRPORTS, TOO MANY FLIGHTS TRY TO GET INTO OR OUT OF THE SAME SLOT- WE NEED TCAS FOR CARGO AIRPLANES- THERE SHOULD BE MORE OF A ONE RULE FOR ALL, NOT A LOT OF LOOP HOLES, PILOT WORK RULES AND HOURS DEFINITELY A PROBLEM
CREW FATIGUE IS ONE OF THE BIGGEST THINGS THAT AFFECTS SAFETY--THAT'S WHERE THE CONFUSION STARTS--AND THE STRESS THAT RESULTS FROM THE FATIGUE. THEY ALL ADD UP TO COMPROMISE SAFETY.
INEXPERIENCED NEW FLIGHT CREW AND ALSO GROUND-MAINTENANCE CREW DUE INADEQUATE APPROPRIATE TRAINING. LACK OF SCHEDULING FOR FATIGUE, ADEQUATE BREAKS AND EXTENDED DUTY DAYS. AIRLINE INDUSTRY'S INABILITY AND UNWILLINGNESS TO ADDRESS WELL-KNOWN SAFETY ISSUES
ARRIVE IN LOW VISIBILITY TAXI TO TERMINAL CAN BE HARD ESP IN AIRPORT X AND AIRPORT X. MAKE PREDEFINED ROUTINGS EX FOLLOW RED-BLUE -GREEN ROUTE
AIRPORT LIGHTING, VERY DARK IN LOCATION X, THE CENTER RUNWAY LIGHTS ARE SO BRIGHT IT CAUSES LITTLE SMALL PLANES TO DISAPPEAR FROM YOUR SIGHT BECAUSE OF THE BRIGHTNESS OF THE CENTERLINE LIGHTS. NO NEED TO HAVE THE BRIGHT LIGHTS ON A CLEAR NIGHT.
TRAFFIC SATURATION - SAYS HE NEEDS TO BE ABLE TO GET A WORD IN EDGEWISE TO ATC
TIMELY WEATHER INFORMATION ESPECIALLY IN THE SUMMER WITH THUNDERSTORMS
GO BACK MORE THAN 60 DAYS
CREW FATIGUE-COMMUNICATION PROBLEMS USING HF RADIOS
OVERSPEEDING OF CERTAIN FLIGHT CONTROLS
SECURITY RELATED ISSUES ARE DEFINITE SAFETY ISSUES. IT IS HUMILIATING & EMOTIONALLY DISTRACTING FOR PILOTS TO BE SUBJECTED TO AIRPORT SCREENING. DON'T ENTER THE COCK-PIT WITH ABILITY TO TOTALLY FOCUS ON THE JOB AT HAND
CONTROLLERS WITH ACCENTS ON THE GROUND AND THE TERMINAL AREA
COMPLICATED NOISE ABATEMENT TAKE-OFF
SECURITY AND CARGO NEEDS TO BE ADDRESSED
SOO MANY SCHEDULED FLIGHTS-- VOLUME OF TRAFFIC--CAUSES PROBLEMS AIR AND GROUND WITH COMMUNICATIONS ESPECIALLY
COMMUNICATION IN TERMINAL AREA
DO YOU FEEL THAT SAFETY IS DEGRADED WHEN AN AIRPORT'S GROUND AND AIR TRAFFIC IS SO SATURATED TO A POINT WHERE THERE'S LITTLE ROOM FOR AIR
NEW TAXIWAY SIGNAGE IS EFFECTIVE OR NOT,
SHOULD HAVE ASKED QUESTION, OF TCAX EQUIPMENT
ASK ANOTHER SURVEY OF INTERNATIONAL PILOTS
OF REGIONAL JETS HAVE INCREASED IN THE SAME AMOUNT OF SPACE
DIFFERENCE IN NAVIGATION DATA AVAILABLE FROM ATC, ON THE FLIGHT DECK & FLIGHT PLANNING STATIONS - BIG DISPARITY IN WHAT'S AVAILABLE
ATC IS NOT NOTIFYING PILOTS OF OBJECTS, CONTROLLERS SHOULD BE POINTING OUT TACASED OBJECTS
CONGESTION, & ALSO REDUCED VISABILITY OF GROUND TRAFFIC
16 HOUR RULE SHOULD BE REVISED?
INADEQUATE AQT-ST TRAINING DUE TO MANIPULATION BY COMPANIES AS COST SAVING MEASURE
PROPER TERMINATION WHEN TALKING OVER THE RADIO
WAKE TURBULENCE -I'D RATHER HAVE DELAYS, E.G, IF WAKE ENCOUNTERED AT 3 MILES BUT NOT 4 MILES, I'D RATHER HAVE THE DELAY AT 4 MILES
TRY TO FIND MORE EXPEDITIOUS WAYS TO GO THROUGH AIRPORTS BUT REMAIN AT HEIGHTENED SECURITY
F.A.R'S ARE NOT ALWAYS CLEAR
SMALL JETS ARE JAMMING AIR SPACE-THERE IS NOT ENOUGH AIR SPACE AVAILABLE

D3A
CONTROLLER CONFIRMATION IN HIGH DENSITY AREAS AND CONFIRMATION OF CLEARANCES
COCKPIT DOORS--BUT WE KNOW THAT'S BEING TAKEN CARE OF.
SOME OF THE NOISE ABATEMENT PROCEDURES SUCH AS @ LOCATION X. 22-25 DEGREEES STRAIGHT UP JUST FOR THE SAKE OF NOISE. THERE COULD BE A PROBLEM IF OTHER FACTORS APPLIED.Y
STILL USING OLD RADIO FREQUENCY EPUIPMENT--CONGESTED ESP OVERSEAS--INTERFERENCE. NEED IMPROVE WEATHER FORCASTING ESP IN TERMINAL AREAS
COMMUNICATION BLOCKAGES, FREQUENCY CONGESTION
ASK ABOUT WHERE THE SLAM DUNK APROACHES ARE HAPPENING
TURBULENCE & ICING COULD BE BETTER REPORTED BY PILOTS
TOO MUCH PRE BRIEFING OF HEADS DOWN READING APPROACH PLATES,
CONGESTION IN LARGE HUBS
NO SAFETY INSPECTION ON FOREIGN GROUND LIKE U.S. HAS(STORE-A-AWAY FOUND DEAD)IF HE COULD GET ON, OTHERS COULD PLACE DANGEROUS ITEMS ABOARD.
TSA PEOPLE NEED TO DO BETTER SCANNING BECAUSE THINGS GET THROUGH THAT SHOULD NOT
FAILURE TO GIVE DECENT CLEARANCE IN A TIMELY MATTER
SPEED ON FINAL
X
FREQUENCY CONGESTION AND OVERLAPPING RADIO CALLS
SECURITY
SPLIT TOWER FREQUENCIES IN AIRPORT X, DANGEROUS TRAFFIC RUNWAY CROSSINGS AT SITES WORKING MORE THAN ONE FREQUENCY,
CONSTANTLY CHANGING RULES REGARDING SECURITY-THIS OVERBURDENS AIRCREW- IS DISRUPTIVE
RUNWAY INCURSIONS
ASK ABOUT COLLISION AVOIDANCE MANEUVERS & CROWDED SKIES
ALL NEED TO GET THEIR CARGO AIRCRAFT WITH T-CAS...IT SHOULD MANDATORY FOR SAFETY REASONS.
WITH THE PREVALENCE OF AUTOMATED COCKPITS, THERE IS A PROBLEM NOW WITH CREWMEMBER COMPLACENCY AND COMPETENCE.THIS OFTEN RESULTS IN CONFLICTS BETWEEN CREWMEMBERS. SOMETHING NEEDS TO BE DONE TO KEEP CREWMEMBERS ENGAGED IN THE COCKPIT. NASA AND THE FAA ARE
DURING GROUND OPERATIONS, THERE IS SOMETIMES CONFUSION RE TAXI DIRECTIONS OR INADVERTENT DEVIATIONS DURING TAXI DIRECTIONS; THERE IS ALSO OCCASIONAL CONFUSION FROM GROUND OPERATIONS RE SIMILAR CALL SIGNS
GENERAL AVIATION TRAFFIC CONFLIT IN APPROACHING MAJOR AIRPORTS;
WE NEED TO GET INTO MORE DEPTH RE: AIR TRAFFIC CONTROL CONJESTION, INFREQUENCY CONGESTION
WHEN IT COME TO INTERNATIONAL FLYING ENUNCIATION IS A PROBLEM THE LOCATION X GET MAD AND THE LOCATION X DONT CARE
DIFFICULTY TO CONTACT ATC DUE TO FREQUENCY CONGESTION. FEELS NEED TO REDUCE WORKLOAD OF ATC. ALSO WORKLOAD OF FLIGHT CREW DUE TO HIGH WORKLOAD OF DEPARTURES-ARRIVALS.
MORE Q'S ON TCAS
GETTING SEARCHED MULTIPLE TIMES IN ONE AIRPORT, I AM IN UNIFORM
PEOPLE USE FMC TOO MUCH IN AIRPORT TRAFFIC AREA
AIRCRAFT CALL SIGNS, MANY ARE CONFUSING AND SIMILAR, A LOT ARE SAME FREQUENCIES CALL WRONG GUY, ANSWERING FOR SOMEONE ELSE ESPECIALLY IN CONGESTED LOCATION X AND LOCATION AIRPORTS ARE VERY CONGESTED IN COMMUNICATION
LAND AND HOLD SHORT
SLEEP ORIENTED-LENGTH OF DUTY TIME & TIME ZONE TRANSITIONS
HEAVY CONGESTION IN THE APPROACH PHASE AT LARGE AIRPORT EX: [AIRPORT X], [AIRPORT X]

D3A
AT AIRPORT X, E.G., WHEN HOLDING SHORT, BOTH PILOTS ARE ASKED TO MONITOR TOWER FREQ. WE ARE ALSO TOLD TO CALL OUR COMPANY TO GET GATE INF. THIS MEANS WE HAVE TO LEAVE TOWER FREQ. THERE IS TOO MUCH UNNECESSARY DISCUSSION ON APPROACH
SCHEDULING OF THE AIRLINES IN THEIR SYSTEM IS A BIG PROBLEM EFFECTING SAFETY
CONTROLLERS ON MULTIPLE FREQUENCIES ,APPROACH AND DEPARTURE CONTROLLERS
ON A STAR ARRIVAL THAT IS PUBLISHED, ATC SHOULD BE MORE AGRESSIVE AND EXPLICIT ON CHANGING ALTITUDES ON STAR; FMS EQUIPPED AIRCRAFT: ON ATIS, IT WOULD BE HELPFUL TO OT GIVE THE RUNWAY ON INTENDED LANDINGS WHICH WOULD A MAJOR HELP AT MAJOR AAIRPORTS.
STANDARIZATION OF ATC INTERNATIONALLY PROCEDURES, BETTER PLANNING OF ARRIVAL ROUTING, BETTER ENGLISH SPEAKING OF FOREIGN CONTROLLERS
R WANTS MORE QUESTIONS ABOUT PILIOT WHO FLY INTERNATIONALLY IN REGARD TO
OVER CAPACITY , AIR CREW FATIGUE, RUNWAY CHANGES DURING CLOSE IN TERMINAL OPERATIONS.
LOTS CONSTRUCTION IN AIRPORTS
R SAID THAT ATC IS HAVING SUCH AN INCREASE WORKLOAD
PILOTS SHOULD CARRY GUNS.
ATC PROCEDURES GOING INTO AIRPORT X, HOW YOU CAN GET 4 DIFFERENT RUNWAY CHANGES ON ONE
WHY FAA HAS DONE A FEW CHANGES WITH AIRPORT LIGHTING WITH THEM NOW BEING DIRECTIONAL INSTEAD OF BEING ABLE TO SEE THEM FROM ALL ANGLES, BEACONS ARE NOT MANDATORY ANYMORE BUT THEY ARE A GREAT AID WHEN FLYING AT NIGHT: VIS APPROACH:AT AIRPORT X VIOLATIONS
FAA RECENTLY SECURITY "HASSLES" ARE TIME AND ENERGY CONSUMING AND ARE DRAINING PILOTS ATTENTION AND FOCUS FROM THE PRIMARY JOB OF FLYING THE AIRCRAFT
CONGESTION ON RADIO FREQUENCIES, IE GOUND CONTROLL
FATIGUE
ATC CONGESTION
FATIGUE ISSUES AND CREW DUTY TIME, CIRCADIAN RHYTHMS, SCHEDULING ISSUES
ATC NEED TO REALIZE PILOTS ARE NOT THAT FAMILAR WITH SOME AND SHOULD WAIT UNTIL AIRCRAFT IS POSITIONED BEFORE GIVIVG FURTHER TAXIING INSTRUCTIONS THE AIRPORTS
AIRLINE PROCEDURES CORRECTIONS WORSE THAN THE PROBLEM, PROCEDURES ARE BECOMING DISTRACTING, LACK OF ADEQUATE CREW REST
WAKE TURBULANCE AND FOLLING OF HEAVER AIRCRAFT
CLEARANCE ON THE GROUND, COMMUNICATION FREQUENCY CONGESTION
LANGUAGE DIFFICULTIES INTERNATIONALLY
THE COMMUNICATIONS , IN REFERENCE TO THE TIMELY MANNER IN THE NORTHEAST CORRIDOR, CONTROLLERS ARE UUNABLE TO HERE YOU, A VERY ROUTINE OCCURENCE, COMMUNICATION CONFLICTS.
FREQUENCY CONGESTION WITH MULTI CONTROLLS
NEED PICTORIAL WEATHER (RADAR) RATHER THAN WRITTEN DESCIPTION
RUNWAY INCURSION
FATIGUE FOR LONG-HAUL CREW
THE BLOCKED MIKE SITUATION IS MORE CRITICAL THAN THEY LET ON;THEY'VE CHANGED THE RULES SO THEY DON'T ALLOW YOU TO READBACK AND CONFIRM;THEN THEY BLAME THE PILOT WHEN THEY WON'T CONFIRM OUT REPEAT;DANGEROUS WITH ALL THE TRAFFIC CONGESTION
R SAID CREW FATIQUE IS THE BIGGEST PROBLEMS.,NEED TO LOOK AT SCHEDULING,INADAQUATE REST LAYERS
AIRCREW FATIGUE DUE TO DUTY PERIODS
A.T.C NEEDS LOTS OF IMPROVING ABOUT THE LAST MINUTE RE-ASSIGNMENTS

D3A
ATC CENTERS AND APPROACH CONTROL, DISREGARDING BASIC RIGHT-OF-WAY RULES TO ACCOMMODATE AIR CARRIERS, I. E., COMMANDED OFF-COURSE VECTORS TO ACCOMMODATE OVERTAKING AIRCRAFT, AND GIVING DIRECTIONS, NOT REQUESTS. R DOES NOT COMPLY WITH THESE
FLYING FATIGUE
ADDED EMPHASIS ON MEL'D EQUIPMENT, CLASS 2 FAILURES
SOME AIPORTS TRY TO LAND TO CLOSELY, FREQUENCY SATURATION, BETTER FLOW CONTROL ON THE EAST COAST, TO MANY UNNECESSARY DELAYS
LAND AND HOLD SHORT APPROACHS, COCKPIT JUMPSEATERS
THERE WERE THRE OR FOUR SAFETY RELATED INSTINCDENTS THAT OCCURRED WITHIN THE LAST 12 MONTHS THEREFORE THE NEXT SURVEY SHOULD EXPAND ITS SCOPE TO A TIME FRAME GREATER THAN 30 DAYS.
ATC FREQ. CONGESTION
AIRPORT SIGNAGE AT AIRPORTS-TAXIWAYS IN SOME HAVE ALPHA FIRST THEN BRAVO. OTHERS HAVE IT REVERSED AND THAT IS CONFUSING AND DANGEROUS.
RUNWAY CONGESTION-GENERAL AIRPORT TRAFFIC CONGESTION
LOST COMMUNICATIONS DUE TO OVERLAPPING OF TRANSMISSIONS. OVERRIDE CAPABILITIES ARE NEEDED TO TRANSMIT TO CORRECT PLANE.
MAY WANT TO ASK ABOUT IF WE ENCOUNTER INTERACTIONS WITH THE CARGO PEOPLE WITH REGARDS TO WEATHER OR NOT HAZARDOUS MATERIALS ARE BEING LOADED ON TO THE AIRPLANE
LANGUAGE BARRIER TO INTERNATIONAL FLYING SPANISH SPEAKING CONTROLLERS TO PROVIDE SITUATIONAL AWARENESS TO OUR AIRPLANE
PROBLEM WITH ABILITY FOR ATC TO BE ABLE TO DISSEMINATE GROUND STOPS INFORMATION TO PILOTS IN A MORE TIMELY FASHION, INFRASTRUCTURE AND IT'S DISREPAIR , GOV'T REGULATION AND PRIVATIZING AIR TRAFFIC CONTROLLER
NEEDING SLEEP
TENDANCY OF AIR TRAFFIC CONTROLLERS TO TRY TO GET PILOTS TO ACCEPT A VISUAL APPROACH TO EARLY.
WHEN THE AIRPORTS ARE HUB AND SMOKE THEY NEED TO TURN DOWN THE HUB AND SPOKING BECAUSE IT IS TOO TIGHT AND THERE IS NO ROOM FOR AIR, ON THE ARRIVAL COMING FROM THE SOUTH SIDE OF AIRPORT X, APPROACHES ARE NAMED TOO SIMILAR AND THERE IS A BIG CHANCE THAT SOMEON
FATIGUE SHOULD BE ADDRESSED IN THE FUTURE.
AT FINAL APPROACH ON PARALLEL RUNWAY, WE GET TCAS -RA & CONTROLLER IS NOT CONCERNED-THEY
AIRPORT SECURITY (RETINA CHECKS), TCAS ON ALL AIRCRAFT IN DOMESTIC
OTHER QUESTIONS COULD BE ASKED ABOUT PRECEDURES IN THE N.E. AREA IE [LOCATION X]
TENDENCY TO COMPRESS OF DEPARTURES AND ARRIVALS INCREASING THJE LIKEHOOOD OF WAKE TURBULENCE LOW TO THE GROUND
CONGESTION IN THE ATC SYSTEM
NEED TO ASK QUESTIONS ABOUT LAND AND HOLD SHORT WHERE AND WHEN IT IS HAPPENING, CONTROLLERS AND PILOTS ACKNOWLEDGING EACH OTHER
CLEARANCES RECEIVED ON THE GROUND, TAXI AND RUNWAY SIGNAGE, AMBIGUOUS STARS AT AIRPORT X, MULTIPLE RUNWAYS ON ONE START
R SAID THAT (ASK HOW OFTEN PILOITS GET VISUAL APPROCHES
LENGTH OF DUTY DAYS
PART [AIRCRAFT TYPE X] SUPLAMENTAL DUTY TIMES TO LONG
FATIGUE SINGLE VISIT TRAINING--SHOULD GO TWICE PER YEAR AS A CAPTAIN--MGMT TRYING TO SAVE $
QUESTIONS RELATED TO CREW MEMBERS BEING RESTED PRIOR TO THEIR FLIGHT DUTIES
PILOT FATIGUE
ATC,MANY TIMES ATC GETS G221COMPRESSED FOR THE CONTROLLERS

D3A
FATIGUE IS BIG ISSUE. MANY OF THESE INCIDENTS HAVE HAPPENED BUT NOT IN LAST 90 DAYS. LACK OF PROGRESS IN LACK OF PROGRESS IN DATA LINK IN INTERNAT'L FLIGHT
STANDARDIZATION & EASE OF GROUND OPS-DUE TO VARIANCES IN AIRPORTS
INTERSECTING RUNWAY OPERATION
THE UPCOMING VERTICLE SEPARATION REDUCTION AT ALTITUDE SEPCIFICALLY CONCERNING T-CAS CLIMBING RA WHILE AIRCRAFT IS AT MAX. HABITABLE ATTITUDE.
CREW-PILOT FATIGUE; HOW FINANCIAL LOSSES OF AIRLINES ARE AFFECTING PILOTS' PERFORMANCES AT THIS
CLIMBING THROUGH VISUAL ALTITUDE WITH VISUAL CONTACT
CONGESTION ATC IN GENERAL. ALSO PILOT FATIGUE...HAVE BEEN SOME IMPROVEMENT
DO I FEEL ANY SAFER WITH THE GOVERNMENT RUNNING SECURITY AT THE AIRPORTS?
QUESTION ON NOISE ABATEMENT PROCEDURES ON TAKE OFF AND LANDING IN VIA FAR CONDITIONS - [AIRPORT X], [AIRPORT X], [AIRPORT X], [AIRPORT X]
TERRORIST - SECURITY ISSUES
VOICE COMMUNICATION NEED DATA LINK
TCAS SHOULD BE REQUIRED FOR COMMERCIALLY OPERATED CARGO AIRPLANES!
CONGESTION IS A BIG PROBLEM NOT ENOUGH RUNWAYS OR GATES BUT CONTROLLERS DO WELL IN HANDLING THE SITUATION
THE UPCOMING RVSM CREEPING INTO OTHER SYSTEMS IS A CONERN TO MAKE SURE PROCEDURES ARE PROPERLY APPLIED; FNS NEEDS TO BE WORKED ON TIGHTLY
MORE QUESTIONS ON RUNWAY INCURSIONS ON THE GROUND, TIRED OF CONTROLLERS COMMANDING THEM TO DO DIFFICULT MANEUVERS
GROUND INCURSIONS:PLANES AND VEHCHLE
A T C DOES NOT CORRECT YOU WHEN YOU READ SOMETHING BACK INCORRECT, ESPECIALLY IN LOCATION X
FLIGHTCREW FATIQUE
UNCLEAR TAXI INSTRUCTIONS ON THE GROUND, GROUND OPERATIONS ARE GETTING VERY CONGESTED THE CLOSER YOU GET TO THE AIRPORT THE MORE HAZARDOUS IT BECOMES.
[AIRPORT X] CONTINUOUS CHANGES
AT AIRPORT X WHEN LANDING TO THE SOUTH A.T.C CONTROLLERS KEEP AIRCRAFT TOO HIGH, TOO FAST FOR TOO LONG DURING PERIODS OF CONGESTION AND IN POOR WEATHER FOR NOISE ABATEMENT PURPOSES. THIS PRACTICE IS CHALLENGING DURING CLEAR WEATHER
CONTRO;;ERS IN NORTH EAST AIRPORTS ARE TOO OVERLOADED
I THINK THE COMMUNICATIONS FREQUENCY CONVERSATIONS IS A PROBLEM DUE TO THE LACK OF STAFFING OF CONTROLLERS AT NIGHT.
WHERE HAVE YOU ENCOUNTERED RUNWAY INCURSIONS AND ALTITUDE DEVIATIONS, AGE SIXTY AGE
A LITTLE MORE ABOUT PASSENGER SECURITY.
CURRENT UNREASONABLE PASSENGER DEMANDS-RETURNED TO GATE RECENTLY BEC PASSENGERS WERE FIGHTING OVER SEAT ASSIGNMENTS
R WOULD LIKE TO BE ABLE TO WORK MORE THANTHE 30 IN 7 . R FEELS IT SHOULD BE HIS DISCRESTION
RELATIVE PROFITABILITY OF AIRLINES AFFECTS SAFETY
DUTY TIME-CREW REST
INCURSIONS ON RUNWAYS, TAXIWAYS ARE OVERWORKED
STRIP SEARCH AT SECURITY! IT'S RIDCULOUS HOW OFTEN I HAVE TO GET SCREENED, ESPECIALLY AS A
TAXIWAY MARKINGS AND CONGESTION ARE NOT UP TO STANDARDS, NOT ENOUGH SPACE.
CREW FATIGUE; PERFORMANCE DETRIMENT DUE TO MEDICAL IMPACT OF TIME ZONE CHANGES AND BIO-RHYTHM CHANGES
FATIGUE AND DUTY TIME FOR INTERNATIONAL CREW MEMBERS

D3A
QUESTION IN REGARDS TO AIR TRAFFIC SEPARATION
STERILE COCKPIT
AIRPORT ENVIRONMENT STOP THE BLOCKING OF CONTACT BETWEEN ATC AND PILOTS
NEED TO WORK ON MORE STANDARDIZED PHASIOLOGY AND AVOID USING SLANG WHEN IN CONTACT WITH ATC
ASK IF A CLEARENCE WAS EVER COMPROMISED BY A FLIGHT CREW MEMEBER THAT HAD TO BE CALLED TO HIS ATTENTION ON GROUND AND IN THE AIR
ACCELERATED INSTALLATION OF T CAS EQUIPMENT OR REQUIRE T CAS ON PRIVATE OR BUSINESS AIRCRAFT , ALSO ON CARGO AIRCRAFT. STAFFING AT ATC FACILITIES ARE NOT ADEQUATE
NON- STANDARD GROUND CLEARANCE
HIGH AIRSPEED APPROACHES TO RUNWAY
FATIGUE
DUTY TIME ISSUES, MORE QUESTIONS ABOUT FREQUENCY CONGESTION,
CONTROLLER CONGESTION WORKING MULTIPLE SECTORS IS PROBABLY THE BIGGEST PROBLEM.
GROUND SAFETY ISSUES WITH GROUND CREWS
REST, WORK ROLLS, AND STRESS-RELATED ISSUES, I.E., JOB INSECURITY WITHIN THE INDUSTRYN THE
FAA HAS AUTOCRATIC POLITICS GOING ON THAT EFFECT ATC CONTROLLERS ADVERSELY EFFECT PILOTS,
SECURITY ISSUES
PILOT FATIGUE
CREW DUTY DAYS PILOT FATIGUE
BIGGEST THREAT RIGHT NOW IS HOSTILE FIRE FROM MAN PORTABLE SURFACE TO AIR MISSILES
ASK CREW MEMBERS WHAT THEIR OPINON OF HOW THE REGULATORY ENVIRONMENT AFFECTS SAFETY:THE EFFECT OVER REGULATION HAS ON SAFETY AND HOW IT IMPACTS STUDIES ON SAFETY.
AIR TRAFFIC CONTROL SQUEEZING AIRCRAFTS IN TO CLOSE TO OTHER AIRCRAFTS
R SAID MANY PROBLEMS WITH ALTITUDE CHANGES, COMMUNICATION IS DIFFICULT
ATCCONGESTION
FREQUENT ATC COMMUNICATION CONGESTIONS
FRUSTRATION OF CREW GETTING THRU SECURITY. FREQUENCIES OPERATED BY ATC ARE UNDERMANNED
SECURITY - GROUND BASE SECURITY
WEATHER DEVIATION GAVE ATC WEATHER DETECTOR AND THEY NEED TO BE MORE TRAIN ON DECTION
ASK FOR MORE FEED BACK FROM ATC TO ACKNOWLEDGE TRANSMISSIONS FROM CREW; BECAUSE OF RADIO TRANSMISSION BLOCKAGE
TURBULANCE INJURIES-ATC DOES NOT CONSIDER THIS A PROBLEM-IF I DONT ASK ATC OR A NEW ATC COMES ON+ THEY DONT OFFER RIDE REPORTS UNLESS WE REQUEST IT-WE COULD GET MODERATE-SEVERE TURBULANCE + HAVE PASSENGER-CREW INJURIES
CHARTED VISUAL FLIGHT PROCEDURES BUILT BY ATC TO SPEED COMMERCIAL TRAFFIC IN AIRPORT IS NOT VERY SAFE. THE WORST AIRPORTS ARE AIRPORT X AND AIRPORT X.
ATC ARE HANDLING TO MANY FREQUENCIES
RE PASSANGER AND BAGGAGE SCREENING INLIGHT OF RECENT EVENTS, THIS AREARE AND THE EQUIPMENT COULD BE IMPROVED. TO BETTER DETECT UNAUTHORIZED MATERIALS
USE OF RECOGNITION LIGHT SHOULD BE MANDATED, COMPANY REQUIRES IT, BUT OTHER PILOTS DON'T SO ARE PEEVED, SHOULD HAVE WHITE LIGHT ON WHEN MOVING, BUT POLICIES ARE DIFFERERENT AMONG COMPANIES, AIRPORT LIGHTING
QUESTIONS RELATING TO PILOT FATIGUE- INCLUDING INADEQUATE TIME FOR REST AND REST FACILITIES
PRESSURE FROM COMPANY TO REDUCE FUEL LOAD TO SAVE MONEY
COCKPIT COORDINATION WITH OLDER PILOTS RESULTS IN IGNORING INPUT FROM OTHER CREW MEMBERS, CREW DUTY AND CREW REST SHOULD BE ADDRESSED

D3A
FATIGUE
QUESTIONS ABOUT BEING ASKED TO GOFASTER THAN NORMAL
LANDING AT NIGHT, RUNWAY LIGHTS ON 100 PERCENT OF TIME, VERY BRIGHT, CAN'T TELL IF AIRCRAFT IS HOLDING ON RUNWAY
CREW DUTY TIME
FATIGUE ISSUES AND CREW DUTY TIME, NO DIFFERENT FOR CARGO PILOTS VERSUS PASSENGER, SETUP OF FLIGHT PATTERNS WITH EASY TRIPS FIRST
FEDERAL AGENTS CARRYING GUNS-SAFETY CONCERN OF MINE
CREWMEMBER FATIGUE
PILOT FATIGUE AND PILOT PUSHING BY THE COMPANIES -DUTY TIME'
LONG TAXI INSTRUCTIONS ACROSS INACTIVE RUNWAYS, ATC ASSUMES FAMILIARITY WITH AIRPORT LAYOUT, MAKES PILOTS UNCOMFORTABLE, WORRY ABOUT RUNWAY INCURSIONS
I AM CRITICAL ABOUT ATC COMMUNICATIONS BECAUSE THEY ARE SOMETIMES AMBIGUOUS AND UNCLEAR, DUE TO LACK OF FORMALITY OF CONTROLLER
CONGESTION DUE TO SMALL AIRPLANES, ESPECIALLY MAKE-MODEL X)
RADIO CONGESTION IS A BIG CONCERN, CONTROLLERS ARE SOUNDING MORE CONFUSED
UNSTABLE APPROACHES--PLANE CONTINUES TO LAND IN UNSTABLE CONDITIONS--NEEDS SOME MEASURE OF HAND FLYING SKILLS. AQP IS NOW LITTLE AMOUNT OF TRAINING ONE CAN GET. APPROACHES, AUTOMATION AND TRAINING +# OF VARIANTS THAT PILOTS FLYG
PRESSURE BEING APLPLIED ON CREWMEMBERS FOR THE ONTIME DEPARTURE EVEN AT THE EXPENSE IN TRRYING TO DEAL WITH MAINTENACE OR BOARDING ISSUES THAT COMPROMISE THE FLIGHT
ON APPROACH SPEED THEY TEND TO BRING YOU IN TOO FAST
AIRPLANES RUNNING INTO THE LOCATION X
FREQUENCY CONGESTION IS A PROB SHOULD BE COVERED MORE, TRYING TO CRAM TOO MANY AIRPLANES INTO TOO FEW RUNWAYS, CONTROLLERS DO WELL, EQUIPMENT IS GOOD, AIRLINE IS AS SAFE AS CAN BE, CREW DUTY 16HR FAR LIMIT UNSAFE ALERTNESS IS LESS, NEED GROUND BASEDRADA
OVERLY DEPENDENT ON AUTOMATION AND BASICALLY LOOSING BASIC FLIYING SKILLS
TRAFFIC @ AIRPORT X
TENDENCY TO TURN YOU IN HIGH ON AN INSTRUMENT APPROACH MAKES YOU CONFIGURE THE AIRPLANE IN SUCH A WAY AS TO BE VIRTUALLY UNSAFE, PILOT FATIGUE
INTERNATIONAL PILOT LACK OF RELIABLE COMMUNCIATION HF FREQ NON-ENGLISH.VS DOMESTICS PILOTS
PILOTS SHOULD BE ARMED
CONGESTION AT THE BUSIEST AIRFIELDS IN THE COUNTRY ESPECIALLY THE TERMINAL ENVIRONMENT.
CREW REST
A QUESTION TO BE ASKED IS HOW MANY TIMES HAVE YOU BEEN ASKED TO ACCEPT REDUCED SEPARATION FROM A DEPARTING HEAVY AIRCRAFT? ALSO, HAVE YOU DEPARTED WHEN WEATHER WAS BELOW MINIMUMS SIMPLY BECAUSE THE AIRPLANE AHEAD OF YOU DEPARTED?
REST-REST
PILOT FATIGUE, ALL NIGHT FLYING AN EXTREME PROBLEM, BIGGEST HAZARD
SOMETIMES BEING ASKED TO CHANGE A FREQUENCY , TO A NEW FREQ. THEN BEING ASKED TO WAIT FOR A CONTROLLER TO CONTACT THE AIRPLANE
FATIGUE
NEED FOR QAULITY ASSURANCE ON MAINTENANCE OF AIRCRAFTS ,ETC
UNSTABLIZED APPROACHES HOW MANY A PERSON PERFORMED IN THE LAST 60 DAYS.
ASK ?'S ABOUT SCREENING PASSENGERS CALLED CAPPS II
SECURITY SCREENING OF AIRLINE EMPLOYEES CREATES TOO MUCH AGGREVATION

D3A
USE OF POSITION REPORTING IN A NON-RADAR ENVIRONMENT; SPECIFICALLY, CONTACTABILITY OF AIRINC WITH HIGH FREQUENCY RADIO CONGESTION FOR TRANS-ATLATIC CROSSINGS.ALSO, HOW MUCH LONGER WILL WE HAVE TO USE HF RADIO-THERE IS TOO MUCH STATIC INFLUENCED BY ATMSPH
[AIRPORT X]-- [EVENT X] I DID AN AVOIDANCE MANEUVER T-CAS. NORTH EAST CORRIDOR RADIO CONGESTION AND POOR RADIO TRANS MISSION AND RECEPTION . NEED IMPROVE RADIO TRANSMISSIONS. SEPARATION ST
I DO NOT LIKE THE WAY WE HAVE MAJOR AIRPORTS WITHOUT NAVIGATION AIDS LOTS OF THEM DO NOT HAVE DISTANCE MEASURING EQUIPMENT
THINGS THAT ARE NOT TECHNICALLY INCORRECT,BUT YOU DON'T FEEL COMFORTABLE WITH THEM :EX;
WORK LOAD OF THE A.T.C CONTROLLERS, TOO MANY FREQUENCIES AND TOO MANY RESPONSIBILITIES
OVERCROWDING IN AIRPORTS
SCREENING AND BAG MATCHING AND BETTER BOMB DETECTION EQUIPMENT.
FOLLOW UP SHOULD INCLUDE SOMETHING ABOUT FATIGUE ESPECIALLY ON THE BACKSIDE
SURVEY SHOULD ALSO INCLUDE NOT ONLY SAFTEY RELATED CONGESTION ?'S BUT ALSO SHOULD INCLUDE THE AMOUNT OF TIMES THAT A.T.C. CLEARENCE WERE UNCLEAR, WERE STEPPED ON BY OTHER AIRCRAFT AND THE FREQUENCY WAS SO CONGESTION THAT YOU COULDN'T SPEAK TO A.T.C
QUESTION RELATING TO OPERATING IN CONGESTED AIRSPACE
ATC COMMUNICATIONS
ALL AIRPLANES SHOULD FLY APPROXIMATELY A MILE OFF SET TO THE RIGHT. PARTICULARLY WITH INTERNATIONAL FLIGHTS, AIRPLANES MAY BE FLYING DIRECTLY ABOVE OR UNDERNEATH ANOTHER AIRCRAFT AND THIS COULD LEAD TO A HEAD-ON COLLISION
ATC ON MULTIPLE FREQUENCIES
SURVEY DIDNOT COVER ENOUGH TOPIC
TRAFFIC CONGESTION
TOO MANY PLANES IN THE SKY
HIGH DENSITY AREA COMMUNICATIONS GET BUSY AND JAMMED YOU DON'T GET A CHANCE TO RESPOND. ATC CONGESTION IN TERMINAL AREAS.
WEBSITE THAT PILOTS COULD EASILY ACCESS AND PROVIDE INPUT
ONE CONCERN IS ALL OF THE DISTRACTIONS DUE TO ECONOMIC AND SAFETY REGULATIONS NO FURTHER CLARIFICATION
ROUTING IN THE NORTHEAST CORRIDER; NEED TO COME UP WITH PREFERRED ROUTESTHAT EVERYTHING KNEW FOR THESE BUSY AIRPORTS AND BE CONSISTENT..THIS IS NOT A SAFETY ISSUE, HOWEVER; FAA NEEDS TO LOOK AT UNCONTROLLED AIRPORTS WHERE JETS ARE COMING IN ALONG WITH VF
SECURITY
AIRPORT AT AIRPORT X IS UNSAFE FOR A 121 OPERATION. IT IS RISKY AT BEST. AIRPORT X AIRPORT AS WELL
OVERWORKED TRAFFIC CONTROLLERS
ATC CONFLICTING CALL SIGNS IN A SECTOR
WE DO MOSTLY NIGHT TIME FLYING. OUR AIRCRAFT ARE NOT EQUIPPED WITH T-CAS. IF WE HAD THIS IT WOULD MAKE OUR TRIPS SAFER
ALTITUDE RESTRICTIONS CAN CAUSE UNSAFE CONDITIONS
THEY NEED TO LOOK INTO VSM. NEED ON THE AIRCRAFT TYPE X HAS THIS ON THE AIRCRAFT TYPE X.
FREQUENCY CONGESTION, LAST MINUTE CLEARANCE CHANGES, AIR SPACE CONGESTION
WAS STRUCK BY LIGHTENING, THERE SHOULD BE A QUESTION ADDED SINCE ITR PERTAINS TO WEATHER
WORKLOAD OF CONTROLLERS..REALLY OVERLOADED..NEWER ONES DON'T ADAPT TO CHANGES; DATALINK FREQUENCIES ARE NEEDED DOMESTICALLY
LAND AND HOLD SHORT OPERATIONS IN [AIRPORT X] , NAVAGATIONAL DEVIATIONS
GUNS IN THE COCKPIT

D3A
CUMMINCATION AND TRAFFIC OVERLOAD WITHIN 20 MILES OF AIRPORT
INTRODUCTION OF RVSP TO US
I THINK IT OVER CONTROL OF AIRSPEED TO CONTROL SPACING. THEY NEED TO RESOLVE THE PROBLEMS EARLIER VERSUS ONE WITHIN 10 MILES AND THE RADIOS ARE WAY TOO CONGESTED.
THERE'S TOO MUCH AIRPORT SCREENING OF THE WRONG PERSONNEL; SECUIRITY IS BEING DIRECTED IN THE WRONG AREA, IN MY OPINION
VOICE COMMUNICATIONS ARE A PROBLEM. ACTUAL TEXT COMMUNICATIONS WOULD BE BETTER AND WOULD IMPROVE SAFETY.
DUTY TIME, DUTY LIMITS, FATIGUE(WHAT'S CONSIDERED FOR NIGHT CARGO CARRIERS)
THE LACK OF CERTAIN EMPLOYEE GROUPS THAT WORK FOR AIRLINES THAT ARE NOT SCREENED
THE WAY THE FLIGHT CREW IS TREATED 200 DAYS A YEAR. THE WAY WE ARE TREATED AS CRIMINALS. IT'S GOING TO BECOME AS SERIOUS PROBLEM THE WAY CREW MEMBERS ARE TREATED.
PILOT FATIGUE AND THE LENGTH OF THE DUTY DAY.
GROUND MARKINGS IN TERMINALS,
UPGRADE AIRTRAFFIC CONTROL SYSTEM
SECURITY COCKPIT ACCESS
VOICE RADIO COMMUNICATION,TO MUCH CONGESTION
SECURITY ISSUES, PASSENGERS STILL GETTING THRU
YOU MAY WANT TO ASK IF A CREW MEMBER SAYS OFF THE WALL COMMENTS BECAUSE OF THE TERRORISTS
WE'RE JUST AROUND THE CORNER FROM HAVING SEVERE DIFFICULTIES WITH MULTIPLE FREQUENCIES; WE HAVE THE CAPABILITY FOR WIRELESS COMMUNICATION
FATIGUE ISSUES
NEED STUDY ON AMOUNT OF RADIO TRAFFIC ON CERTAIN FREQUENCIES COMBINED WITH SIMILAR FLIGHT #S COMPANIES HAVE TO NOT SET THESE #S .
HOW MANY TIMES IN 60 DAYS DID PROHIBITED ITEMS MAKE IT ON BOARD (EX. HANDGUNS AND BULLETS)? THIS IS STILL OCCURRING. WHAT ABOUT THE BULLET PROOF DOORS BEING OPEN OR CLOSED .
ATC ORDERS RE SPEED -ALTITIDE
FITNESS OF OTHER PILOTS IN COCKPIT
VERY HANDY FOR PILOTS TO HAVE GRAPHIC INFORMATION INCOMPLETE NO TAMS OR INACCURATE ON TAXI WAY INCLOSURES
[AIRPORT X] ATC CHANGES RUNWAY ASSIGNMENT 2 OR MORE TIME ON APPROACH
RUNWAY INCURSIONS ATC CLEARED 2PLANES ON SAME TAXIWAY IS STILL HAPPENING -AT [AIRPORT X]
TCAS IS NOT REQUIRED ON CARGO AIRGRAFT HUGHE SAFETY ISSUE, ESCAPE FLYS ARE NOT REQUIRED ON CARGO PLANS SAFETY ISSUE, CARRYING HAZMAT ON AIRCRAFT IS A SAFETY PROBLEM, BEING ALLOWED TO HAVE VOIDED POSITIONS ON CARGO AIRCRAFT IS A SAFETY PROBLEM BECAUSE OF
HOW MANY COMPANIES ARE FORCING PILOTS TO BREAK FAR LIMITS OF 8 BLOCK HOURS IN A 24 HOUR PERIOD
TRAFFIC SATURATION ON EAST U.S. AIRPORTS - TOO MANY REGIONAL JETS ARE ADDING TO TRAFFIC SATURATION
SMALL HAND-HELD COMPUTERS THAT ARE BEING USED-NOT GOOD FOR AIRCREW COORDINATION-VISUAL DISPLAY FOR BOTH POILT & CO-PILOT WOULD BE BETTER, PAPER CHART WAS BETTER. ALSO, ATC HAVING 1 PERSON HANDLING MULTIPLE FREQS. -TOO OFTEN ENCOUNTER DEAD ZONES
MORE QS ON FREQUENCY +TRAFFIC CONGESTION
NEED HIGH DATA LINKS FOR REAL TIME NEXRAD RADAR IN THE COCKPIT THAT WOULD IMPROVE SAFETY DRAMATICALLY
FATIGUE
R SAID THERE IS PROBLEMS WITH FATIQUE @ WHAT THE FAA REQUIREMENTS WHEREAS WITH CONTRACTIONAL POLICIES EX. R AIRLINE

D3A
CREW FATIGUE DUE TO SCHEDULING BY THE AIRLINES
RSAID THEY NEED TO WORK ON ARMING PILIOTS. . R ALSO FLIES AUTOMATED AIRPLANES AND SAYS ATC DOES NOT UNDERSTAND THE BOXES. THIS CAUSES SLAM DUNK APPROACHES
MORE QUESTIONS ABOUT RUNWAY INCURSIONS AND LAND AND HOLD SHORT, INSTRUCTIONS GIVEN ON LANDING ROLLOUT
1000 FOOT SEPARATION ;LIMITS SHOULD BE RETHOUGHT
PILOT FATIGUE ISSUES
CREW FATIGUE, BACK SIDE OF THE CLOCK FLYING
ELABORATE ON QUESTIONS ABOUT ATC CONGESTION
FREQUENCY CONGESTION
LAND AND HOLD SHORT AT MAJOR AIRPORTS, PARRALLELINSTRUMENT APPOACHES
MORE QUESTIONS ABOUT RUNWAY INCURSIONS WHERE IT'S HAPPENING AND FREQENCY OF OCCURING
PRM APPROACHS
CREW REST ESP ON INTERNATIONAL FLIGHTS. NEVER GET ENOUGH REST-HAVE SLEEP DEPRIVATION. TOWER CONTROLLER WILL GIVE A APOSITION TOHOLD. SHOULD BE "LINE UP AND WAIT" NEED STANDARDIZATION WITH INTERNATIONAL FLIGHTS.
LEVEL OF MAINTENANCE IRREGULARITIES MUCH TOO HIGH WITH [AIR CARRIER X] THERE DOES NOT SEEM TO BE ANY OFFICIAL INPUT
TAXIWAY AND RUNWAY MARKINGS ARE INADAQUATE, ATC SHOULD READ IDENTIFY MARKINGS CLEARLY
COCKPIT DOOR THING-DISRUPTS COORDINATION BETWEEN ATTENDANTS & COCKPIT -SPECIFICALLY MEDLINK-AT&T IS TAKING OUT PHONES-ATTENDANTS NEED A HOT PHONE SO AS TO NOT INVOLVE COCKPIT (WE WOULD LIKELY BE IN THE PROCESS OF DIVERTING-THIS IS A SERIOUS ISSUE
THERE IS RADIO CONGESTION PROBLEMS IN THE LARGER AIRPORTS WITH MANY ARRIVAL & DEPARTURES. THE GROOUND CONTROLLERS TALK SO FAST IT IS HARD TO UNDERSTAND THEM.
OPERATING INTO AIRPORTS LIKE [AIRPORT X] WITH [AIRCRAFT TYPE X] --THE DEMANDS BY ATC AS THEY COME ALL HAVE DIFFERENT DEMANDS-SPEED, ALTITUDE RESTRICTIONS-ALL DON'T ALLOW THE AUTOMATION TO WORK BEFORE OF THE MULTIPLE DEMANDS.DESIGN OF AIRSPACE IS BEHIND AU
FREQUENCY CONGESTION
WHY DONT FREIGHTORS HAVE TCAS.
WHEN APPROACH TELLS YOU TO LAND AND THEN THEY CHANGE CONTROLS AND DISTRACT YOU. SURVEY SHOULD ASK ABOUT THIS.
COCKPIT SECURITY , PASSENGERS AND PILIOTS CARRY ING FIRE ARMS
RAMP OPERATION, PROXIMITY OF OTHER AIRPLANES, VEHICLES, PUSHING BACK AIRPLANE WITH TOW, INEXPERIENCED HANDLERS
TCAS SHOULD PUT MORE IMPORTANCE ON TCAS IMPLEMENTATION
ADDRESS GROUND DELAYS AT DEPARTURE AIRPORTS DUE TO WEATHER AT DESTINATION AIRPORTS
OVERCROWDING; ATC COMMUNICATING OVER MORE THAN ONE FREQUENCY AT A TIME
LAST MINUTE APROACH AND RUNWAY CHANGES
TWO OF THEAREAS THAT I HAVE FOUND ARE OF CONCERN ARE COMPLACENCY OF THE FLIGHT CREW AND
PROBLEM WITH T-CAS IN [LOCATION X]
CONGESTION AROUND THE AIRPORT TERMINAL AREA, ON THE GROUND AND IN THE AIR, TOO MUCH TRAFFIC AND NOT ENOUGH INFRASTRUCTURE.
CONGESTION IN THE SKIES. NE CORRIDOR HAS A LOST OF AIRPLANES. THE NEW RULE RVSM WHERE AIRPLANES WILL BE STACKED AT A CLOSER ALTTITUDE.
SPACING OF TAKING OFF AND LANDING AIRCRAFTS IS CLOSER THAN YEARS AGO. IT'S NOT A SAFETY ISSUE.
GROUND CONTROL FREQUENCY CONGESTION

D3A
UNECESSARY TALK ON RADIO
WAKE TURBULENCE SEPARATION . HAD IT WITH 2 MINS WITH ANOTHER CRAFT. FATIGUE AT NIGHT FLIGHTS
COMMUNICATION--ALL CONTROLLERS; THEY CAN GIVE US A WRONG INSTRUCTION AND NEVER APOLOGIZE; WE MAKE ONE WRONG TURN AND WE'VE MADE A VIOLATION
THE RADAR SYSTEM WAS NOT ANY HELP DURING A FLIGHT OVER LOCATION X. TWO PLANES WERE OVERLAPPING EACH OTHER- ONE ABOVE THE OTHER ATC GAVE THE PLANE BELOW ME CLEARANCE TO RISE, HE WAS 1000FT BELOW ME BEFORE HIS T-CAS WENT OFF. ATC SD THEY DID NOT KNOW I WASTHE
I'D EXPAND ON THE FREQUENCY CONGESTION--IT'S GETTING PRETTY BAD, PARTICULARLY IN THE LOCATION X.
ASK HOW MANT TIMES AIR CREW HAS FLOWN FATUGUED IN LAST 60 DAYS
THE USE OF CPDLC COMMUNICATIONS BETWEEN ATC AND CREW.
CALL SIGNS ARE TOO SIMILAR NOW-CAUSES A LOT OF PROBLEMS AND CONFUSION HAPPENS ALL THE TIME
SECURITY ISSUES-SCREENING CHECK BAGAGE
CONGESTION AND ATC
FREQUENCY CONGESTION IS AREAL BIG PROBLEM. ATC CLEARANCES FREQUENTLY DONOT ALLOW A FULLY STABILIZED APPROACH.
FREQUENCY CONGESTION IS MY BIGGEST PROBLEM.
MY COMPANY PUTS TOO MUCH EMPHASIS ON TRIVIAL PROCEDURES INSTEAD OF OVERALL SAFETY ISSUES THAT MIGHT KILL YOU.
I HAD AN INCIDENT THAT WASN'T COVERED-GO AROUNG ON APPROACH BECAUSE ANOTHER AIRCRAFT WAS STILL ON THE RUNWAY. CONDITIONS WERE I.M.C., TRANSMISSIONS WERE BLOCKED, AND IT COULD HAVE
FLYING INTO [AIRPORT X] FOR VISUAL CLEARING INTO VISUAL APPROACHES
WANT NASA TO DO STUDY ON ACCELERATE-STOP DISTANCES ALSO APPLY MODERN TECHNOLOGY TO DETERMINE VALID V1 SPEEDS. DO SURVEY OF PILOTS PREOCCUPATION WITH HEADS DOWN TECHNOLOGY +NOT LOOKING OUTSIDE AIRCRAFT
R SAID CONTROLER LAZINESS CALLING TRAFFIC APPROACHES,
SECURITY AT AIRPORTS IS LAME.
BECAUSE OF THE DUTY TIME REGULATIONS AND LIMITATIONS, A COMPANY MAY HAVE A CREW CALL AT 5 OR 6AM AND THEN THEY CAN PUT YOU BACK THE SAME EVENING-WE HAVE TO BE ON CALL FOR OF HOURS;THEY'RE USING PART 135 DUTY RULES IN A 121 OPERATION BACK IN THE EVEN
ATIS SHOULD INCLUDE TURBULENCE REPORTS FOR DEPARTURES OR ARRIVALS AND TURBULENT ROPORTS ON CLIMB OUT AND EN ROUTE SHOULD BE OFFERED MORE BY THE CONTROLLERS RATHER THAN BEING ASKED FOR BY THE CREW;INFORMATION IS OFTEN TOO LATE
ENROUTE ATC TRAFFIC CONGESTION, CONTROLLERS MONITORING MORE THAN 1 FREQUENCY
VECTOR AND DECENDENT - VFR AND IFR CONFLICT FROM CONTROLLERS
RULING - IF THEY REPEAT INCORRECTLY ATC HAS NO REPOSIBLITY TO CORRECT.
DEFENDING AGAINST SHOULDER FIRED MISSLES, SCREENING OF RAMP PERSONNEL
WEATHER PROVIDIED BY ATC IS NOT TIMELY
INCREASING USE OF R J CREATING THE WHOLE SYSTEM TO BE MORE CONGESTED
A 60 DAY WINDOW DOES NOT ACCURATELY REFLECT PROBLEMS SUCH AS ICING PROBLEMS WHICH HAPPEN IN THE WINTER AND THUNDERSTORMS WHICH MOSTLY HAPPEN IN MID SUMMER
THE TAXI SIGNAGE AT AIRPORTS CAN BE CONFUSING
NEED TO HAVE INCREASE IN EVALUATING THE APPLICATIONS OF THE FAR'SREGARDING CREW REST AND LIMITATIONS . THE WAY IT IS STRUCTURED GREATLY REDUCES PERFORMANCE CAPACITY.
INSUFFICIENT REST FOR PILOTS, ESP TO EUROPE W-O RELIEF OFCR
FREQUENCY CONGESTION
MORE DEALING WITH COMMUNICATION IN HIGH VOLUME AREAS

D3A
CONFUSION WITH FLIGHT NUMBERS. IF FLIGHT NUMBERS ARE SIMILAR, LANDING TRAFFIC THAT IS CROSSING ON TWO DIFFERENT RUNWAYS THAT CROSS. IF YOU DON'T GO AROUND, YOU WILL INTERCEPT.
NEED WORK ON RUNWAY INCURSIONS
TRAFFIC AVOIDANCE
CONTROLLER MUMBLING...DIFFICULT TO UNDERSTAND THE DICTION OF CONTROLLERS....AIRPORT X GROUND CONTROL...TOO CLUTTERED...NO READ-BACKS. LACK OF CONFIDENCE IN TOWERS WIND REPORTS.
HOMELAND SECURITY
GROUND CONGESTION TOO MUCH @ MAJOR AIRPORTS. TOO MUCH ACTIVITY ON GROUND.ATC DOING MORE THAN 1 FREQUENCY--SOMETIMES USE 3 OR 4 DON'T KNOW WHERE THEY ARE
CREW REST
CONGESTION IN ATC SYSTEM
ADEQUATE WEATHER INFO ON FLIGHT DECK
UNCERTAIN STATE OF SECURITY SCREENERS.
NEED TO ASK QUESTIONS ABOUT FATIGUE ISSUES, DAY NIGHT RULES, DAY SHIFTING FAA RULES, CARGO CARRIERS WITHOUT TCAS
EXCESSIVE AIRSPEED ON FINAL APPROACH
ATC UNSAFE CLEARANCES. THEY TRY TO FORCE PILOTS TO SLAM DUNK
COMMUNICATIONS WITH ATC; TRAFFIC SEPARATION-DEVIATING FROM STANDARD PROCEDURE
QUESTIONS SHOULD BE ASKED ABOUT WHETHER CREWS RECEIVE PRESSURE FROM THEIR COMPANIES TO MAKE FLIGHTS THAT THEY FEEL UNCOMFORTABLE MAKING DUE TO WEATHER OR PLANE MAINTENANCE CONCERNS.
THE PROPOSED REDUCTION OF MINIMUM SAFE SEPARATION AT HIGH ALTITUDE FROM 2000 TO 1000FT; ALSO ATC -FREQUENCY CONGESTION WITH GROUND COMMUNICATIONS AT AIRPORT X.
AIRCRAFT SEPARATION VISUAL OR INSTRUMENT THAT YOU ARE NOT COMFORTABLE WITH
COCKPIT SECURITY
SECURITY CONCERNS ARE AN ADDITIONAL WORKLOAD FOR THE FLIGHT CREW, CREW MEMBERS ARE OVEREMPHASIZED RELATIVE TO OTHER PASSENGERS
CREWMEMBER FATIGUE
ARE THERE SITUATIONS WHERE YOU SUFFER DUE TO POLITICAL DECISIONS WHICH ARE DAMAGING AIRPLANE SAFETY, PROBLEMS WITH APPROACH CONTROL AT LOCATION X, CONTROLLERS NOT GIVING ACCURATE WIND
AIRPORT CONGESTION AND RAPID SEQUENCING OF ARRIVAL AND DEPARTURES
CREW REST
SATELLITE AIRPORTS OF LARGER AIRPORTS USUALLY GIVE MULTIPLE CHANGES IN ALTITUDE, AIRSPEED, ETC WITHIN BRIEF TIMEFRAME; ATC SHOULD BE THERE ONLY TO EXPEDITE AND SEQUENCE AND NOT CONTROL TRAFFIC, NOISE ABATEMENT CONCERNS SHOULD TAKEN PRECEDENCE OVER SAFETY
INTERNATIONAL QUESTIONS SHOULD BE INCLUDED
TRAFFIC SEPARATION AT SPECIFIC AIRPORTS, PARTICULARLY LOCATION X
ATC GIVING TAXING INSTRUCTIONS WHILE PILOTS ARE ROLLING DOWN THE RUNWAY, TRAFFIC SEPARATION IN AIRPORT X IS TOO TIGHT
DO WHATEVER NEEDS TO BE DONE TO BEEF UP SECURITY AND PUT SOME SORT OF DEFENSES IS NOT ADEQUATE.
ROUTE CONGESTION
PASSENGER DISTURBANCE
COMMUNICATIONS REQUIREMENTS WHEN OPERATING IN UNCONTROLLED AIRPORTS OVERLAPPING
[AIRPORT X] USING A SHORTER RUNWAY TO EXPEDITING TRAFFIC, ATC NEEDS TO LEARN HOW TO TAKE
QUESTION IC1, TRESHOLD SHOULD BE EXTENDED AS 10 - 25 MILES, 10 IS TOO LIMITED. ATC COMMUNICATION ALWAYS CONGESTED, SHOULD NOT LIMIT CONCERN TO TIME-CRITICAL SITUATIONS ONLY, IMPROVEMENTS NEEDED OVERALL.

D3A
TOTAL NUMBER OF AIRPLANES
NO ACCOUNTABILITY ON THE CONTROLLERS SIDE,
TRAFFIC AT BIG AIRPORTS
SPACING ON APPROACHES-WEATHER AVIODANCE IN HIGH TRAFFIC AREAS
PILOT PERFORMANCE AFTER 10 HOURS OF DUTY TIME. I HAVE 14 HOUR DUTY DAY AND IN HIGH TRAFFIC AIRPORT YOUR ARE NOT AS SHARP AS YOU ARE WHEN FIRST START FLYING.
TOO MANY REGIONAL JETS IN THE AIRSPACE
THE FREQUENCY CONGESTION, YOU CAN'T GET ON THE RADIO, YOU CAN'T GET A WORD IN. THE ATC WILL CLIP THE CALL SIGN. NON STANDARD PHRASEOLOGY, WILL USE ONLY SOMETIMES. MANY TIMES THEY WILL NOT WAIT FOR THE TRANSMISSION IS COMPLETE TO GIVE RESPONSE.
SIMILAR CALL SIGNS-INTERCEPTING RADIO CALLS INTENDED FOR OTHER PLANES
CONGESTION AT MAJOR AIRPORTS. SOME AIRPORTS USE 1 FREQUENCY FOR GROUND CONTROL IS TOO CONGESTED. HAVE ACARS + HAVE CLEARANCE BUT SHOULD HAVE A SCRIPT FOR RUNWAYS-TAXI CLEARANCE. CAN'T WRITE IT DOWN THAT FAST WHEN THEY TELL US
SECURITY ISSUES ARE MY BIGGEST CONCERN NOW.
MORE ATC QUESTIONS
COLLISIONS AT AIRPORTS THAT DO NOT HAVE AN ACTIVE CONTROL TOWER
THE LACK OF STANDARD CALLS THAT FOREIGN ATC USES
NAVIGATIONAL EQUIPMENT, ESP. OVER THE ATLANTIC
EXCESSIVE AIRCRAFT CONFIGURATION
SECURITY ISSUES IN GENERAL
THE BIGGEST IRREGULARITY IS PASSENGER DISRUPTIONS
CONGESTION IS THE BIGGEST PROBLEM
FREQUENCY CONGESTION ,GROUND CONTROLL FUNCTION
TOO MANY AIR CRAFT AND TO LITTLE SPACE CAUSES A COMMUNICATION PROBLEMS
THE VERTICAL SEPARATION-IT'S COMING BUT TAKING TOO LONG TO BE ENACTED
FATIGUE
TOO MANY OPERATIONS INTO TO FEW AIRPORTS--CONGESTION--
WHEN YOU ARE IN CLOSE AND YOU RECEIVE DIFFERENT RUNWAY ASSIGNMENTS IT GETS A LITTLE CONFUSING
AMBIGUOUS SECURITY PROGRAMS ARE INTERFERING AND HAMPERING COCKPIT TO CABIN INTERFACE
WHAT COMMERCIAL PILOTS THINK ABOUT REDUCTION OF FLIGHT LEVEL DISTANCES AT HIGHER ALTITUDES
WANTS TO SEE MORE ICAO AT THE EUROPEAN AIRPORTS IN LARGER PRINT. WANTS TO SEE MORE USE OF CPDLC IN LOCATION X AND THE LOCATION X.
FATIGUE- CREW REQUIREMENT TIME
PILOT FATIGUE
REST REQUIREMENTS--
HOW MANY TIME DID PILOTS HAVE TO REJECT THEIR LANDING (SEPERATION) REQUESTING AIRSPEED APPROACH(MAKES IT DIFFICULT TO GET AIRCRAFT STABLIZED
PILOT FATIGUE
INAQUATE NUMBER OF COCKPIT CREW MEMBER ON LONG FLIGHTS
SLEEP DEPRIVATION
CREWMEMBER FATIGUE
LACK OF READBACK FROM ATC SHOULD NOT PENALIZE PILOTS
CONTROLLERS BEING TOO RUSHED & NOT LISTENING TO PILOTS REQUESTS & RESPONSES. ALSO, LANGUAGE PROBLEMS WITH FOREIGN CONTROLLERS IS A BIG & DANGEROUS PROBLEM

D3A
1.NEED POSITIVE DIALOGUE BET. PILOTS & ATC FOR RUNWAY CROSSINGS. 2.RE HAZ. CARGO-IF PLANE CHANGES AIRCREW - NO ACKNOWLEDGEMENT IF MAT'L STILL ONBOARD
RADIO TRAFFIC CONGESTION, ADDING EQUIPMENT TO PREVENT RADIO STEPPING ON FREQUENCIES
FAA - CHANGE YOUR ATTITUDE WITH PAPERWORK, MISSING REAL ISSUES
INADEQUATE PILOT TRAINING ON CRMS ISSUES,
VERBAL COMMUNICATION W- ATC IS STRETCHED TO THE LIMIT - MORE QUESTIONS RE THAT TOPIC
FREQUENCY CONGESTION IS PROBLEMATIC IN THE US VERSUS INTERNATIONAL ATC
USE OF ENGLISH LANGUAGE ONLY FOR OVERSEAS FLYING; AIRPORT X DOES ENFORCE THE ENGLISH ONLY REQUIREMENT AT INTERNATIONAL AIRPORTS; CREW REST REQUIREMENTS FOR DUTY DAY LIMITATIONS FOR INTERNATIONAL PILOTSFLIGHTS
CONCERNED ABOUT TERMINAL CONGESTION
AS A CREW MEMBER IT'S DEMEANING, DISRESPECTFUL, STRESSFUL TO HAVE TO CONTINUALLY GO THROUGH THESE SECURITY SCREENINGS WHEN WE'RE IN A UNIFORM;I'VE HAD INSTANCES WHEN THEY'VE THREATENED TO ARREST ME-BY THE TIME I'M ON THE PLANE I'M ALL STRESSED, SEETHING.
SLEEP DEPRIVATION--HOW MANY TIMES HAS A CREW MEMBER NODDED OFF INDAVERTENTLY
I THINK TCAS IS IMPORTANT FOR CARGO CARRIERS AS WELL AS PASSENGER AIRLINES.
SLAM DUNK APPROACHES
NO RADAR IN [LOCATION X]. DESCENDING ON RUNWAYS WHERE ATC HASN'T A CLUE ABOUT HOW TO ASSIST APROACHES. ITS A P[LACE LOOKINNG F0OR AN ACCIDENT.
FREQUENCY CHNAGS BETWEEN ATC BETWEEN SECTORS.
CONGESTION ESPECIALLY ON ONE FREQUENCY-HAVE TO LISTEN 3-4 MINUTES BEFORE YOU GET TO CHECK WITH
FAA IS WAY TOO INFLEXIBLE IN GIVING RE-ROUTES DURING T-STORMS. THIS CAUSES AIRCREW TO RUN OUT OF DUTY TIME WHEN IT ISN'T NECESSARY
CLOSE TO COME TO A COLLISION IN A HIGH TRAFFIC AREA. ATC TELLS 1 THING AND HAVE TO CHANGE IT AND SUPERVISOR HAD TO TAKE OVER
LACK OF STANDARDIZATION BETWEEN DIFFERENT MANUFACTURES ,PRIMARLY THE SOFTWARE PROGRAMS. ALSO LACK OFATC CAPABILIES FOR THE AIRCRAFT.
CREW REST, NOT ENOUGH SLEEP, IN ROUTE ATC COMMUNICATION WITH CONTROLLERS, THERE SHOULD BE SEPARATE AIRPORTS FOR SMALL PLANES AT BIG JET LINERS
AT AIRPORT X ATC NEVER CONFIRMS AIMS SAYS HOW TO DO THIS AND THEY DON'T FOLLOW THE SYSTEM
MOSTLY ON THE INTERNATION, THERE IS A LANGUAGE PROBLEM IN LOCATION X AND LOCATION X (THEIR ENGLISH IS POOR)
AIRSPACE CONGESTION AND INCREASING NUMBER OF SMALL REGIONAL JETS
PROBLEMS IN SEQUENCING CHANGES ON JETS
CROSSING RUNWAYS- NO WAKE TURBULENCE SEPARATION TIME, AT [AIRPORT X], THEY LAND [RUNWAY X] AND TAKE OFF ON [RUNWAY Y].
PILOTS FATIGUE
PILOTS NOT USING PROPER ATC PHASOLOGY, PILOTS TEND TO NOT UNDERSTAND WHAT SOP IS,
SECURITY TOO OFTEN INFRINGES ON FLIGHT CHECK TIME, AND SLOWS PREFLIGHT CHECKS BY AT LEAST 20 MINS. SECURITY HAS BECOME MORE OF AN HARRASMENT THAN A DETERENT--
RE-ROUTING DUE TO WEATHER
THE BIGGEST PROBLEM IS SEPARATION BETWEEN LARGE AIRCRAFT AND SMALLER AIRCRAFT FROM COAST TO COAST AND WAKE TURBULENCE, PREFERRED ROUTING IN CERTAIN REGIONS, AND ATC PREFERRRING TO ASSIGN VISUAL APPROACHES TO GET THEMSELVES OFF THE HOOK.
LAND AND HOLD SHORT, PRM APPROACHES ARE IMPACTING SAFETY , TAKING OFF WITH HIGH TAILWINDS

D3A
LANDING AIRPLANES 2 1-2 MILES APART FROM EACH OTHER. INCREASING # OF LANDINGS PER HOUR . STRECTHING AIRPLANES FOR LANDING OUT SO FAR RESERVE FUEL IS BEING COMPROMISED. SLOWING AIRPLANES SO THEY HAVE TO PUT THE LANDING GEAR OUT 30 MILES OUT ALL IN AIRPORT X
NORTH ATLANTIC OCEANIC CLEARANCES ARE OUTDATED-THEY ARE CHANGED DAILY WHICH MAY RESULT IN GROSS NAVIGATIONAL ERRORS; INTERNATIONAL ATC'S ARE OFTEN DIFFICULT TO UNDERSTAND WHEN SPEAKING ENGLISH AND THEY TALK TO THEIR FELLOW COUNTRYMEN IN THEIR NATIVE
HIGH DENSITY AIRPORTS-AIRCRAFT SEPARATION ON APPROACH
REAL TIME WEATHER DATA OUTSIDE THE RANGE OF RADAR IS NEEDED. ON [AIRCRAFT TYPE X] A VISIBLE LIGHT IS NEEDED ON THE SPEED BRAKES TO INDICATE WHEN THEY ARE EXTENDED.
AS FAR AS TREND DATA T-CAS RES. ADVISORIES THAT HAS BECOME MORE AND MORE NOTICIBLE FROM THE CREWMEMBERS PROSPECTIVE, THIS HAS BECOME A VERY HIGH PRIORITY. I AM AN INSTRUCTOR AS WELL THIS IS A COMMON CONCERN THE AWARENESS OF THIS MUST BE NOTED
PERIODS WITHIN THE DAY WHERE AIR TRAFFIC CONTROLL IS OVER SATURATED WITH TRAFFICE VOLUME.
SECURITY PERSONNEL
CONGESTION IN TAXIWAY &THEIR EXCESSIVE TAXI SPEED, ALSO THE MIX OF CIVILIAN AIRCRAFT WITH COMMERCIAL JETS IN AIRPORT TRAFFIC AREAS (EX. SMALL AIRPLANE ASSIGNED TO SAME RUNWAY AS BIG
RUNWAY AND TRAFFIC CONGESTION.EX: [AIRPORT X],ALSO A T C SYSTEM VERY INEFFICENT
[AIRPORT X] -SMALL RUNWAY, SMOG & SMALL AIRCRAFT MAKE IT HAZARDOUS
GROUND VEHICLES IS A MAJOR PROBLEM
RUNWAY MARKING AT AIRPORTS POOR GUIDES
CREWMEMBER SCREENING, VALID IDENTIFICATION, USE A FINGERPRINT MATCH- BELIEVES THE COCKPIT SHOULD BE ARMED IN CASE OF HIJACKING
THE CALL SIGNS HAVE TO MANY # THERE IS A BIG COMMUNICATION BARRIER. R SAID THERE TO MANY DIGITS SO THEY GET MIXED UP
PILOT FATIGUE; SECURITY ISSUES NOW
FREQUENCY CONGESTION, FLOW CONTROL, FLOW MANAGEMENT,
AIRPORTS THAT HAVE ILS FACILITIES SHOULD ALSO HAVE DISTANCE MEASURING DEVICES
WE ARE TO CROWDED IN CERTAIN AREAS, ESPECIALLY LARGE TERMINAL AREAS EX LOCATION X
INTERNATIONAL ATC COMMUNICATIONS [AIRPORT X] OVERALL ATC CONJESTION IN [AIRPORT X] THAT WOULD INCLUDE [AIRPORT X]
P R M APPROACHES
GUNS IN THE COCKPIT
WEATHER DATA IS ONLY PROVIDE ONE WAY AND THAT'S FOR LOW ALTITUDE, IT SHOULD BE AVAILABLE FOR HIGHER ALTITUDES
AIRPLANES ARE BEING HELD AT A PARTICULAR ALTITUDE AND SLOWED DOWN TOO EARLY, VERY SLEEP APPROACHES, KEEPING SPEED UP TO FAR IN
LOTS OF CONSTRUCTION GOING ON IN THE AIRPORT, BUT TIME, BUSY SEASON.
SECURITY RELATED ISSUES
ATC IS NOT RESPONSIBLE FOR CORRECTING PILOTS WHEN ALTITTUDE INSTRUCTIONS ARE READ BACK INCORRECTLY, LAND AND HOLD SHORT LANDINGS
TO MANY SMALL AIRPLANES IN LARGE AIRPORTS
THERE'S A TREMENDOUS AMOUNT OF RELIANCE ON THE SPOILERS IN ORDER TO GET THE AIRCRAFT WHERE ATC WANTS IT, ESPECIALLY AT [AIRPORT X]. IF THEY'D GIVE YOU THE CHANGES FURTHER OUT, IT WOULD MAKE THINGS MUCH SMOOTHER IN GETTING THE PLANE ON THE GROUND.
GROUND SIGNAGE & CLEARANCES
ANYTHING RELATED TO CREW REST

D3A
TRAFFIC CONGESTION
PILOT FATIGUE GIVEN TIME ZONE CHANGES, INADEQUATE CREW REST, ETC
FREQUENCY CONGESTION IN CERTAIN SECTORS IT IS TOO BUSY
AUTOPILOT ANOMALIES
FREQUENCY CONGESTION CAUSED BY 2 PEOPLE TALKING AT THE SAME TIME. THERE IS TECHNOLOGY OUT THERE THAT SHOULD BE PUT INTO PLACE IMMEDIATELY TO STOP THIS.
INTERACTION BETWEEN PILOTS IN COMMAND AND FIRST OFFICERS. IF YOU GOT HIRED ONE DAY BEFORE ME HE WILL GET PROMOTED BEFORE ME.
RUN WAY SIGNS
PILOT FATIGUE- TOO LONG A DAY, INSUFFICIENT SLEEP, INTERNATIONAL RESTS RULES
FREQUENCY CONGESTION, ONE CONTROLLER WORKING GROUND AND APPROACH IN STRANGE HOURS, NONSTANDARD VERBIAGE ON CLEARANCES
CONFIDENCE IN SECURITY OF CO-WORKERS, E.G. CARGO LOADERS-THEY SHOULD BE CHECKED OUT FOR SECURITY
PILOT FATIGUE
MORE Q'S RE TCAS-RA EVENTS TO DETERMINE POSS TRENDS
AIRSPACE CONGESTION
FATIGUE, BACKSIDE OF THE CLOCK FLYING
THE ATC CONTROLLERS, PARTICULARLY APPROACH CONTROLLERS AND SOMETIMES DEPARTURE CONTROLLERS SEEMS TO VE OVERLOADED
PROBLEMS WITH THE TSA'S
WE SEEM TO BE GETTING A LOT MORE TRAFFIC WITH THE REGIONAL JETS AND THEY'RE FLYING UP INTO OUR ALTITUDE;IT'S GETTING MORE CROWDED WITH SMALL AIRPLANES WITH LESS CAPACITY.
ILS PRM
THERE ARE PROBLEMS WITH FLIGHT MGT DATA BASES AND THE HARMONIZATION OF THE PAPER CHARTS WITH THE ELECTRONIC SYSTEMS
TCAS ADVISORIES MUST BE HEEDED
THIS IS A RECOMMENDATION FOR AIRPORT X SIMOUSTANOUS LANDING ON RUNWAYS X LEFT AND X RIGHT, A.T.C NEEDS TO INSURE ADEQUATE SEPERATION BETWEEN AIRCRAFT TO PREVENT WAKE TURBULANCE TO ANOTHER AIRCRAFT LANDING ON THE PARALELL RUNWAY
COMMCICATION WITH ATC-BOTH PARTIES NEED TO BE RESPONSIBLE-IF CLEARANCE READ BAACK CLEARANCE MAKE SURE IT RECEIVED CORRECTLY
LACK OF ANY TYPE OF SCREENING OF CARGO
CONGESTION ISSUES CAUSE PROBLEMS
SECURITY AMONG GENERAL AVIATION ESP THEIR RAMP ACCESS.
FREQUENCY CONGESTION WITH ATC.
AIR MARSHALLS SHOULD BE ON EVERY FLIGHT AND MOST DEFINITELY SCREENING OF PASSENGER
POOR COMMUNICATIONS IS THE BIGGEST THING THAT CAN CREATE A MAJOR ACCIDENT
REAL TIME DESTINATION WEATHER-COMMUNICATION
BELIEVE THAT T-CAS SHLD BE REQUIRED FOR FREIGHTER AIRCRAFT AS WELL AS PASSENGER AIRCRAFT.
MIXING JET CLASS AND SMALLER AIRCRAFT BY TRAYCON
HOW MANY TIMES DO OUTSIDE DESTRACTIONS CAUSE YOU TO MISS COMMUNICATE WITH A.T.C -(CONCERNING THE COCKPIT) WITH FLIGHT ATTENDANT
REGARDING ATC -HOW 1 SECTOR IS UNAWARE OF PROBLEMS IN OTHER SECTORS. SEEMS LIKE THIS PROBLEM COULD BE EASILY RECTIFIED.
AIRPORT SECURITY SCREENING AND NON STANDARDIZATION OF CREW SCREENING, OVER REDUNDANCY OF SCREENING, CREW WEAPON CARRYING

D3A
FREQUENCY CONGESTION IE. CRITICAL PHASES IN THE FLIGHT
RISK OF TERRORISM
R S V M PROCEDURES,ALSO LIMITED AIRPORT CAPABILITIES
TAXI INSTRUCTIONS-NEED MORE APPROPRIATE INSTRUCTIONS ATC
W-ADVENT OF REGIONAL JETS, SEPARATION IS MORE OF A PROBLEM, ESP W-SMALL JETS-TURBOPROPS AT LOWER SPEEDS; ALSO, SMALL JETS ARE HARDER TO SEE
SOMETIME IN LOCATION X AIRSPACE ONE CONTROLLER TALKING ON 2 FREQUENCIES- 2 OR MORE AIRLINE SHARING THE SAME FLIGHT# PASSING THRU THE SAME AIRSPACE
4 DIGIT CALL SIGN, IN CONJUNCTION W-DEP. & ARR. FREQ. CHANGES-VERY CONFUSING. ALSO, MAJOR CONCERN *** ACCESS HATCHES IN COCKPIT TO AVIONICS BAY - VERY INSECURE
R SAID MORE NEEDS TO BE ADDRESSED ABOUT CREW FATIQUE. R FLYS INTERNATION AND THE TIME CHANGES ARE A PROBLEM
HIGH ALTITUDE WAKE TURBULENCE
JUST OVERALL CONGESTION. MORE AND MORE OF THE SMALLER JETS WHICH ARE HARDER TO SEE. ALOT MORE AIRPLANES FLYING.
ASK ABOUT AIRPORT SECURITY STUFF
CONGESTION ON RQDIO AT NIGHT WHEN THERE ARE FIRE BOMBERS ON SAME FREQUENCIES- UNABLE TO TRANSMIT WHILE THIS IS HAPPENING.
DUTY TIME REQUIREMENTS, RUNWAY INCURSIONS, CROWDED ON THE GROUND, [AIRCRAFT TYPE X] SO MANY
THE DATA LINK SHOULD BE LOOKED INTO AND THE QUALITY VHF RADIOS SHOULD BE LOOKED INTO AT MILITARY AIRPORTS
FATIGUE ISSUES, QUESTIONS ABOUT FLY BY WIRE GOING WRONG
FATIGUE
FATIGUE ISSUE AND CREW DUTY TIME,
ASK ABOUT DUTY TIME & SCHEDULING
FATIGUE AND CREW DUTY TIME
LANGUAGE BARRIERS W-INTERNATIONAL FLTS. MANY PILOTS SPK POOR ENG.
A DISCONNECT BETWEEN ATC AND PILOTS --DON'T UNDERSTAND EACH OTHER'S JOB--WHAT EACH ARE THINKING--NEED TO LEARN TO ASK RIGHT QUESTIONS
SECURITY AND WITH THE REDUCTION OF TRAFFIC HAS ALLEVIATED MOST OF THE AIR TRAFFIC PROBLEMS.
CONTROLLER COMMUNICATIONS. NOT LISTENING TO THE READ BACKS
CREWS ARE WORKING WAY TOO MANY HOURS AND FATGUE IS A BIG PROBLEM.
CREW DUTY TIME AND AIRCRAFT TAKE OFF PERFORMANCE
FREQUENCY CONJESTION
RBSM
SECURITY PROCEDURES AROUND CARGO RAMPS--SOMETIMES THERE'S NOT ENOUGH OR NONE AT ALL
NAVIGATION IS TOO PRECISE, SHOULD HAVE 1 MILE MAP SHIFT
SECURITY IS MY MAIN SAFETY CONCERN, ESP. PROCEDURES FOR BOTH CREW AND PASSENGERS
THERE NEEDS TO BE COMMUNICATION BETWEEN ATC AND AIR CARRIERS . IN REGARDS TO HIGH SPEEDS TO THE AUTO MARKER, NOT ALLOWING AIRLINE TO SLOW AIRPLANE DOWN TO MEET THEIR CRITERIA.
SHOULD HAVE 1000 FT CLEARANCE,
CONTROLLERS GET PETURBED WHEN QUESTIONED ABOUT RUNWAY CROSSING DURING TAXI
ATC REQUESTING PERFORMANCE LIMITATIONS WHILE ON APPROACH WHICH ARE NOT REASONABLE FOR SPECIFIC AIRCRAFT TYPE
CREW FATIGUE
AIRCRAFT WEIGHT AND BALANCE BEING INCORRECT

D3A
DRUG AND ALCOHOLTESTING SHOULD BE DONE DURING THE MIDDLE OF A DUTY DAY ,INSTEAD OF THE END OF THE DAY
CREW MEALS
PROPER READBACK OF CLEARANCE TO AIR TRAFFIC CONTROLLER, CONTROLLER DO NOT HAVE TO CONFIRM READBACK,
1 COMMUNICATION WITH THE COMPANY WITH THE AIRLINES WITHIN THE TERMINAL ARES. THAT REQUIRES 1 OF 2 PILOTS BEING OFF THE ATC FREQUENCIES FOR PERIODS GREATER THAN 1 MINUTE. 2 ARE CONCERNED THAT DIDN'T HAVE ENOUGH ABOUT CHANGING CLEARANCES TO OTHER RUNWAYS.
HOW TO DEAL WITH SARS RELATED INCIDENTS
FAA NEEDS TO EXAMINE THE DIFFICULTY WE EXPERIENCE IN TRYING TO CHANGE COMPUTER INFO DUE TO LAST MINUTE ATC CHANGES
PILOT FATIGUE,AIRCRAFT MAINTENANCE
OPINION ON RNAV.
MAJOR PROBLEM WITH AIRCRAFT IDENTIFICATION NUMBERS WITH ATC...THE FEEDBACKS ARE MUCH LONGER DUE TO TRANSLATION AND MIXUPS OF CLEARNANCES: CREW FATIGUE IS A NIGHTMARE FLYING FOR 14 DAYS..A LOT OF TIRED PILOTS WHO WILL HAVE PAY DOCKED IF THEY SAY NO
PILOTS FATIGUE AND DUTY HOUR REGULATIONS,ABUSE OF F A R REGULATIONS
DUTY TIME, FARS HAS DIFFERENT RULES FOR DOMESTIC AND INTERNATIONAL TIME. REQUIRED TO SHOW UP 2 HOURS PRIOR TO TAKE-OFF TO START PLANNING WHICH COULD LEAD TO 15 HOUR DAY, EXCLUDING THE FLIGHT HOUR OF PLANNING. PILOT SCHEDULES TOO LONG ESPECIALLY FOR LONG-F
THE TECHNOLOGY EXISTS WHICH WE DON'T HAVE ABOARD PLANES BECAUSE IT IS TOO EXPENSIVE-IN PARTICULAR, WEATHER DATA WHICH WOULD BE VERY HELPFUL.
MULTI-FREQUENCIES
PARELL APROCH
ASK ABOUT FATIGUE AND LENGTH OF DUTY DAY
QUALITY OF A T C HAS CHANGED OVER PAST 10 YRS
DOMESTIC SECURITY-BAG CHECKS-PASSENGER CAN DE-PLANE AND NOT TAKE BAGGAGE WITH THEM. ALSO AIRPORT SECURITY IS A JOKE. ALSO 3 QUESTIONS ASKED ARE A JOKE.
LANGUAGE BARRIERS OVERSEAS WITH ATC-ESP. FRANCE & JAPAN
THE LACK OF GOVERNMENT APPROVAL FOR LACK OF RESTRICTIVE FIREARMS TO BE CARRIED BY PILOTS IN THE COCKPIT IS THE NUMBER 1 SAFETY CONCERN WE HAVE;IT'S GOT TO BE ON-BODY CARRY, NOT IN A LOCK BOX
AIR TRAFFIC CONTROL IS OVERLOADED & HAS POOR EQUIPMENT
FREQUENCY MUTILATION, ALSO IN THE MORE CONGESTED AIRPORTS THEY NEED MORE GROUND MONITORING
CREW TRAINING AREAS AND ADHERING TO STANDARDIZED PROCEDURES.
FREQUENCY CONGESTION IS BECOMING A PROBLEM AND CONTROLLER SATURATION IS A TTOALLY SEPARATE BUT SERIOUS PROBLEM-WHEN A CONTROLLER REPEATS MORE THAN 2 TIMES, SAFETY IS GOING RO BE
RNAV DEPARTURES AND ARRIVALS OUT OF [AIRPORT X]
[AIRPORT X] DEPARTURE DEPARTURE, NO PRECISION APPROACH TO [AIRPORT X] SHORT RUNWAYS [AIRPORT X] RIVER VISUAL RUNWAY [AIRPORT X] PARALLEL APPROACHES [AIRPORT X] APPROACHES
THE QUALITY OF DISPATCHERS KNOWLEDGE AND FLIGHT PLANNING PROGRAMM
FREQUENCY CONGESTION
PILOT FATIQUE
CREW REST QUESTIONS, PILOTS ASLEEP ON FLIGHTDECK IS A PROBLEM, NEED ADEQUATE REST, CREW
NEED HIGHER PAY AND AIRPLANES SHOULD HAVE GROUND BASED RADAR PICTURES IN THE COCKPIT-WEATHER PICTURES
ATC PROBLEMS, COMMUNICATION, FREQUENCY CONGESTED, BLOCKED RADIO CALLS

D3A
QUALITY OF PHRASEOLOGY TWEEN PILOTS AND ATC IS POOR NEED BETTER USE OF PROPER PHREASEOLOGY NOT USED ENOUGH. TOTAL # MELS SHOULD BE LIMITED. COULD HAVE 20-25 CAN ONLY REMEMBER 7 OR 8
PILOT FATIGUE
FREQUENCY CONGESTION IS GETTING WORSE AND WORSE
ADEQUATE CREW REST
LOSS OF EXPERIENCED PILOTS DUE AGE LIMITATIONS, EVEN WHERE THOSE 60 YRS OR OLDER ARE IN PREFECTLY GOOD HEALTH
A.T.C NOT BEING RESPONSIBLE FOR ACCURACY FOR THE PILOTS INSTRUCTIONS OR CLEARANCE
APPROACH TO LOCATION X APPROACH,
R SAID THERE ARE MANY HUMAN FACTORS., EX. AIRLINES FAILING. ALSO SO MUCH STRESS
AIRSPACE-AIR TRAFFIC CONGESTION
ND SEE WHAT THE SAFETY PROBLEMS REALLY ARE INSTEAD OF ASKING USELESS QUESTIONS.
CONGESTION IN TERMINAL AREAS
SECURITY ISSUES: THE OVERSITE CAPABLITIES RELATED TO SECURITY ISSUES.(2) THE REDUCE VERTICLE SEPARATION ALTITUDE CLEARANCES .
CONTROLLER COMMUNICATION
TAKE A LOOK AT FAR'S AND MAKE THEM A LITTLE LESS CONFUSING, DUTY TIME AND FATGUE
RADIO CONGESTION ON THE GROUND
CREW FATIGUE
T-CAS
DUTY TIME, CREW REST, POTENTIAL TO DETERIORATE PROFESSIONALISM AS CORPORATIONS DEGRADE VALUE OF CREWS' JOBS, DUE TO MONEY
FREQUENCY CONGESTION WITH APPROACH CONTROL QUESTIONS
A.T.C. SATURATION - PLACES LIKE LOCATION X, LOCATION X, LOCATION X AIR SPACE OF CONTROLLERS VERY BUSY W-FREQUENCY CONGESTION
FATIGUE
ATC MISDIRECTED APPROACH
DUTY TIME QUESTIONS, FLIGHT REGULATIONS
NOTAM SYSTEM NEEDS TO BE REVISED AND MADE MORE USER FRIENDLY BY SECTIONS, QUITE CUMBERSOME
FATIGUE IS THE ONE THING THAT CAUSES MORE PROBLEMS--MISSED RADIO CALLS, ESPECIALLY IN THE TYPE OF FLYING I DO
MORE AIRPORTS SHOULD HAVE VOR AT AIRPORT NOT ON A FIELD 6 MILES FROM AIRPORT.
PRIMARY ONE IS LACK OF GROUND CONTROLL FACILITIES HAVE DOPPLER RADAR SO THEY CAN ADVISE PILOTS ABOUT THUNDERSTORMS. CONTROL TOWER NEEDS TO HAVE DOPPLER RADAR READ-OUTS. DEICING AS A SAFETY ISSUE AT AIRPORTS. AIRPORTS NEED TO PUT AT THE DEPARTURE END
ATC COMMUNICATION IN GENERAL, NO RESPONSE ON FREQUENCY THAT ISN'T VERY BUSY, HOW OFTEN DOES ATC NOT ANSWER PILOTS
OVERCROWDING OF PLANES ON THE GROUND & THE AIRSPACE
ATC CONGESTIONAND LACK OF RESPONSE FROM A T C
PILOT FATIGUE, INADEQUATE CREW REST, ATC STAFFING & COMMUNICATION ABILITIES, TRAINING FOR CABIN CREWS RE SELF-DEFENSE NOT ADEQUATE
COMMUNICATION AND CONGESTION PROBLEMS
OPERATIONS BY GROUND CREW
MULTIPLE TAXI ROUTE CLEARANCES ON GROUND UPON TAXI OUT
RUNWAY CHNGES @ [AIRPORT X] KEEPS PEOPLE'S HEAD IN COCKPIT. POOR PLANNING--SQUEEZE EVERYBODY IN

D3A
SIMILAR CALL FINDS & CLARITY OF SIGNAGE AND MARKING ON RUNWAYS AND TAXIWAYS& USE OF NONE STANDARD CLEARANCES WHILE ON STARS OR CIDS.
FREQUENCY CONGESTION IS A BIG PROBLEM
RUNWAY INCURSIONS
RUNWAY MAPS AND MARKING ARE INACCURATE
CONTROLLERS SHOULD BE ON ONE FREQUENCY AT A TIME
RADIO THAT WILL ELIMINATE PEOPLE TALKING OVER EACH OTHER
PHRASEOLOGY IS A KEY FACTOR , THERE NEEDS TO BE STANDARDIZED
(60 DAYS IS BRIEF PERIOD)COULD HAVE BEEN LONGER, FREQUENCY CONGESTION IS A BIG ISSUE
AIRPORT CONGESTION
ATC @ AIRPORT X HAS CREWS FLYING TOO HIGH & FAST TO ACCOMMODATE NOISE ABATEMENT ISSUES; PUTS CREW IN POSITION TO FLY APPROACHES THAT ARE TOO AGGRESSIVE.
ATC IN AIRPORT X CONSTANTLY GIVE PILOTS AIRSPEED CHANGES WITH MINIMUM SPACING. THIS COULD BE A SAFETY PROBLEM
TOO MANY INSTRUCTIONS GIVEN FROM ATC AT ONCE, ATC GIVING CLEARANCES THAT WOULD CONFLICT WITH AN APPROACH PLANE
FLIGHT FATIGUE
APPROACHES AT AIRPORT X-SWITCHING RUNWAYS.
ATC SATURATION AROUND MAJOR AIRPORTS, TOO MANY AIRPLANES AND TOO SMALL AIRSPACE, OVERWORKING AIR TRAFFIC CONTROL
PASSENGER SFETY IN GENERAL TSA THINGS HAVE TIGHTENNED UP BUT STILL ARE PRETTY CORE, CURSORY SECURITY MEASURES HAVE A LONG WAY TO GO-ALOT OF PROFILING GOING ON.
LANDING HOLD SHORT OF CONCEPT
THE RIVER APPROACH TO THE [AIRPORT X] IS UNSAFE, OPPERATIONS AT [AIRPORT Y] IS UNSAFE, [AIRPORT X] SHOULD BE CLOSED, [AIRPORT Z] IS VERY SAFE
CREW REST ISSUES; # FLT HRS PER MO
FREQUENCY CONJESTION
R SAID THAT THE HOURS OF FLYING ESPECIALLY INTERNATIONAL FLIGHTS ARE WAY TO LONG FOR CREWMEMBERS2 THERE SHOULD BE BETTER TRAINING FOR PILOTS BECAUSE THE GOVERNMENT IS TAKING AWAY THE RESPONSIBILTY AND GIVING MORE VIOLATIONS ON THE PILIOTS
FREQUENCY IS TO CONGESTED, CLEARENCE CHANGES ARE ALWAYS READ TO FAST.
CONGESTION
ATIS IS TOO LENGTHY AND DISTRACTING
VFR AIRCRAFT IN AREA OUTSIDE OF TERMINAL SYSTEM KEEP TRAFFIC WATCH VERY BUSY. LIKE LOCATION X
PASSENGER SCREENING
LETETING GENERAL AIRCRAFT DEPART FLY IN THE DEPARTMENT PATH AT THE [AIRPORT X]
MAX ALLOWABLE DUTY TIME AND FLIGHT TIME, SHOULD BE DECREASED
WAKE TURBULANCE SEPARATION REGARDING PRM APPROACHES ; ALSO TO MANY DIFFERENT NOISE ABATEMENT DEPARTURE PROFILES
I AM CONCERNED FOR THE AGE AND TECHNOLOGY OF THE PRESENT ATC COMPUTER SYSTEM.
FREQUENCY CONGESTION IN THE EAST COAST, YOU ARE GETTING MORE STEPPED-ON TRANSMISSIONS
R SAID MORE SHOULD BE DONE ABOUT THE PRESSURE AND STRESSOF THE PILIOTS AND ALSO THE FATIQUE.E
AIRCREW FATIGUE AND SLEEP DEPRIVATION ESPECIALLY WITH INTERNATIONAL FLIGHTS:

D3A
THE ISSUE OF AIRLINES SCHEDULING CREW MEMEBERS TO DEADHEAD AND THEN TURN AROUND AND FLY THE AIRCRAFT SOMETHING.THAT'S HOW THE AIRLINES ARE GETTING AROUND THE DUTY REQUIREMENTS-IT LEADS TO 15-16 HOUR DAYS.
FATIGUE
TOO MANY AIRCRAFT IN LIMITED AIRSPACE
R SAID AT SOME OF THE AIRPORTS CANT TAKE A VISUAL, AND THE LIGHTS ARE OFF ON THE RUNWAY
TRAFFIC CONGESTION; PARALLEL APPROACHES FOR SEPARATION PURPOSES
TAXING INSTRUCTIONS AT HIGH DENISTY AIRPORTS LIKE AIRPORT X, AIRPORT X, AIRPORT X.
R SAID THERE IS NO EFFIENCIENCY WHEN APILIOT IS TOLD HE CANT LEAVE THE RUNWAY AND THERE IS NO REAL REASON;R SAID IF IT IS CONGEST, OR WEATHER HE UNDERSTANDS BUT SOME TIMES FOR NO REASON AT ALL.
TAKING OFF AFTER HEAVY AIRCRAFT 5MILE SPACING R SD SOMETIMES HE WANTS ALITTLE MORE SPACING.
SECURITY --GUYS WITH UNDETECTIBLE KNIVES--MY AIR MARSHALL SHOWED ME THESE. [AIRPORT X] RUNWAY INCURSIONS AND SWITCHING FRQUENCIES AT [AIRPORT X] ATC WILL SAY SWITCH TOWER AND NOT SWITCH TOWER ON OTHER SIDE. ALSO TIME LAPSE TWEEN ATC INSTRUCTIONS AND
CREWMEMBER FATIGUE
GROUND COLLISION BETWEEN AIRCRAFT AND GROUND TRUCK IN AREAS WHERE ATC DOESN'T CONTROL [LOCATION X]
NON-STANDARD ATC VERBIAGE.
ANYTHING LIKE CARGO THAT IS BEING LOADED THAT ARE NOT PROPERLY L;OADED OR SCREENED THAT ARE NOT LABELED PROPERLY
ATC HANDLES TOO MANY FREQUENCY CHANGES AT ONCE
TRAFFIC COMPRESSION, THERE TEND TO BE MORE IN THE PAST 2 YEARS THAT THEY ARE SQUEEZING PLANES IN 2-2.5 MILES
CONGESTION AT MAJOR AIRPORTS ESPECIALLY AT [AIRPORT X], [AIRPORT X], [AIRPORT X] AND THE [AIRCRAFT TYPE X]--WAKE TURBULENCE
POTENTIAL FOR OVER CONGESTION, AIRPORT AND TAXIWAY SIGNAGE, AND POOR VISIBILITY AT NIGHT, UNINTUITIVE SIGNAGE AROUND AIRPORT TERMINALS,
TUBULANCE THAT WAS NOT FORECAST OR EXPERIENCED BY AIRCRAFT ON THE SAME FREQUENCIES OR FACILITIES
CRM RELATED ISSUES
NEED EQUIPMENT UPGRADES, ESP. FMS
WHERE ATC ARE WORKING MULTIPLE FREQUENCIES, INCREASED WORKLOADS OF ATC, & SATURATION ARE AREAS OF CONCERN FOR ATC
WE'VE EXPREIENCED MORE DROPPED FRQUENCIES BETWEEN VECTORS FROM CONTROLLERS IN THE LAST 3 MONTHS THAN BEFORE
AMOUNT OF ARRIVALS AND DEPARTURES IN LOCATION X WAY EXCEED THEIR CAPABILITY
OVERCROWDING IN THE SKIES
TO MANY PLANES AND NOT ENOUGH AIR SPACE
FATIGUE - OPERATING WITH BACKEND OF THE CLOCK. FREIGHT AIRCRAFT NEEDS TCAS
HOW MANY TIMES HAVE YOU HAD TO GO AROUND BECAUSE AIRCRAFT WAS ON RUNWAY TAKING OFF
THE T-CASS ADVISORY SHOULD INCLUDE CARGO PILIOTS
HOW WAS THE FLIGHT MGT SYSTEM ON THE [AIRCRAFT TYPE X] CERTIFIED? PILOT CLOSE TO BUSTING ALTITUDE NUMEROUS TIME BECAUSE OF THIS POOR SYSTEM
FLOW CONTROL ISSUES IN THE EASTERN UNITED STATED AND THE WAY THAY ARE BEING HANDLED.
AVOID SOME MANY FREQUENCY CHANGES, AND TRANSPONDER CHANGES,
THERE IS A DRIVE TO MOVE TO GPS & DELETE OTHER NAVAIDS -THIS LEAVES NO BACK-UP SYSTEM. NEED THE

D3A
CONCERNING ATC BOTH ON THE GROUND AND IN THE AIR IS BECOMING INCREASINGLY AWARE THAT ATC IS USING TWO OR MORE FREQUENCY
THE ENTIRE A.T.C SYSTEM NEEDS TO BE MODERNIZED
PROCLIVITY OF ATC TO LEAVE AIRPLANES FOR EXTENDED PERIODS OF TIME AT UNDESIRABLE ALTITUDES WHERE THERE IS A SAFETY HAZARD OF SOME TYPE - WEATHER OR TURBULENCE CONDITIONS, AGAINST PRINCIPLES OF AIRMEN'S MANUAL, HAPPENS BECAUSE OF EXPLOSION OF TRAFFIC
A T C ON MULTIPLE FREQUENCIES
CONCERNED ABOUT TEMPORARY FLIGHTS BEING RESTRICTED IN SOME AREAS
THE 90 DAY RESTRICTION IS TO CONFINING 15 TO 20 % OF QUESTIONS COULD HAVE BEEN ANSWERED DIFFERENTLY IF PROJECTED OUT TO A 12 MONTH PERIOD
OBVIOUSLY SECURITY IS A BIG THING BUT I THINK THE FAA HAS BEEN TOLD THEY HAVE TO DO SOMETHING ABOUYT IT--THE VERY PEOPLE WHO SEARCH THE AIRPLANE COULD BE CARRYING OR HIDING A WEPON AND PUT IT ON BOARD; ALSO TRAINING ON DEALING WITH HIJACKING IS NONEXIXTE
SECURITY RELATED ISSUES.
LOST COMMUNICATION-MILITARY AIRCRAFT INTERCEPT
R SAID MANY OF THE AIRPORT TAXIEWAYS HAVE POOR SIGNS
IT IS HARD TO GET A WORD IN EDGEWISE TO ATC. [AIRPORT X] ACKNOWLEDGES PILOTS AND DOES A GOOD JOB IN LETTING THE PILOT KNOW THAT THEY ARE THERE. [AIRPORT X] DOES THE MOST HORRID JOB IN ACKNOWLEDGING THE PILOT.
QUESTIONS ABOUT SYSTEM X TRANS PACIFIC OPERATIONS SPECIFICALLY ALTITUDE SEPARATIONS AND WEATHER CONFLICTS
CREW REST FOR FLIGHT ATTENDANTS-PROFESSIONAL DISTRACTIONS DUE TO PROBLEMS RELATED TO THE FINANCIAL POSITION OF THE AIRLINES
FAA EXAMINERS NEED TO GET RED,WHITE AND BLUE---TOO MANY CHANGES SLOW -UP AND SPEED UP CONTROLLERS TRYING TO FLY THE PLANE . TRAFFIC PRIORITIES [AIR CARRIER X] MUST PAYOFF THE ATC. THEY GET PRIORITIES.
ATC CONTROLLERS OPERATING TOO MANY FREQUENCIES AT ONCE; ANTIQUATED AND UNRELIABLE ATC EQUIPMENT - RADIOS AND RADARS;
FREQUENCY CONGESTION IS A BIG PROBLEM
THE ROLE OF THE FAA IS MORE ADVERSEARIAL THAN THEY NEED TO BE
CONTROLLERS SHOULD BE HELD LIABLE FOR VERIFYING PILOT READ BACKS
WEATHER QUESTIONS POORLY FORMATTED AYTIS CODES MORE STANDARIZATION OF AYTIS INFORMATION ON COMPUTER SCREENS
THE REQUIREMENT FOR CLEARANCE READBACK;IF WE READ IT BACK IMPROPERLY, WE'RE IN TROUBLE-THE READBACK FUNCTION OF ATC-WHY SHOULDN'T BE HELD IN VIOLATIOIN IF WE QUESTION ATC
MANPOWER IS BEING WASTED SEARCHING PILOTS WHO ARE DEAD-HEADING.
IMPORTANT TO ASK ABOUT REST ISSUES WITH ATC AND PILOTS IN [AIRPORT X]
CREW DUTY TIME
PROBLEM OF CREW DUTY AND REST, WE SHOULD TALK ABOUT THIS , REQUIREMENTS FOR REST AND THINGS LIKE THAT
CONGESTION - RESERVE FUEL - THIS QUESTIONS WAS A REAL GOOD ONE.
INEXPERIENCED CREWS - W- ATC CLASSES FOR ATC ON WEATHER. RADAR VECTORS INTO BAD WEATHER. GREATEST SINGLE SAFETY FACTOR - TCAS
CARGO PLANES DO NOT HAVE TO HAVE T-CAS, THIS IS SOMETHING WE SHOULD HAVE SO THAT WE CAN SEE WHAT'S OUT THERE BECAUSE WE WOULD NOT HAVE TO TOTALLY RELY ON ATC TO TELL US WHAT'S OUT THERE AND I'M PRETTY SURE THAT THE OTHER PILOTS WOULD BE MORE COMFORTABLE

D3A
CREW FATIGUE
DUTY TIME LIMITATION
CONGESTION ESPECIALLY [AIRPORT X]
CREW FATIGUE AND LATE NIGHT, ADVERSE CONDITIONS; THERE ARE NO QUESTIONS ASKED ABOUT MECHANICAL PROBLEMS ON THE GROUND-WHICH IS WHERE MOST OF THEM HAPPEN
PILOT TO CONTROLLER READBACK ACKNOWLEDGMENT
CLEARANCES FOR GLIDE FLIGHT CONTROL INTERCEPTS ARE A PROBLEM. ANOTHER PROBLEM-ONE CONTROLLER HANDLING MULTIPLE FREQUENCIES.
FREQUENCY CONGESTION, ESPECIALLY WITH THUNDERSTORMS WITHIN 30 MILES OF APPROACH. ATC SEEMS TOO BUSY. ALSO SHOULD DELIVER TERMINAL WEATHER RADAR SO CONTROLLER CAN SEE STORMS REAL-TIME.
COMMUNICATION IN A TERMINAL ENVIRONMENT LIKE LOCATION X OR NE AREA PROBLEM WITH INABILITY TO COMMUNICATE SHOULD GO INTO MORE DETAIL ALSO CREW REST AN IMPORTANT TOPIC
COCKPIT SAFETY-WHAT IS BEST WAY TO SECURE THE COCKPIT DOOR
SHOULD FOCUS ON T-CAS AVOIDANCE SITUATIONS
PRM APROACHES
INABILITY TO GET THROUGH TO ATC BECAUSE OF CONGESTION, POOR SIGNAGE IN AIRPORTS, FOREIGN PILOTS TAKE A LOT OF TIME ON THE RADIO, MULTIPLE FREQUENCIES FOR GROUND OPS, STILL RELYING ON PAPER MAPS UPDATED BY HAND
AIR TRAFFIC CONGESTION AS WELL AS AIRPORTS WORKING AT THEIR CAPACITIES
TOO MANY PEOPLE ON THE FREQUENCY - SAFETY IN THE AIR AND ON THE GROUND
COCKPIT SECURITY, ARMING THE PILOTS PARTICULARLY CARGO PILOTS
SAFETY CONCERN WITH R-NAV APPROACH CHART DOES NOT DEPICT SPECIFIED WAY POINTS THE SAME AS THE CDU DEFINES THOSE SAME WAY POINTS
ATC OFTEN NON-RESPONSIVE IN NON-CRITICAL SITUATIONS BECAUSE OF TRAFFIC VOLUME
SECURITY ISSUES
T-CAS RESOULTION ADVISORY, NEEDS MORE CLARITY
TOO FREQ CHANGING OF RUNWAYS & ARRIVAL RTE
SLOW DOWNS COMING INTO THE LOCATION X AS;LUCKILY I PUT ON EXTRA FUEL BUT OTHER PILOT DON'T FAR WEST AS LOCATION X
HOW TO EASY FREQUENCY CONGESTION--MAYBE AUTOMATIC CHANGE WITHOUT TALKING TO ATC--NEED DATA LINK BY SATELITE. AIRPORT GROUND MARKINGS-STILL HAVE 3 DIFFERENT MARKINGS. CLEARANCE PRIOR TO CROSSING RUNWAY. WANT FLASHING LIGHTS ON TAXIWAY NOT ON SIDES
SEPERATION ISSUES
PRM APROACHES
LACK OF TIMELY WEATHER DATA
RADIO COMMUNICATIONS SOMETIMES WHEN IT'S CLUTTERED, CLEARANCES GET MISSED OR SOMEBODY ELSE PICKS UP YOUR CLEARANCE IN ERROR
VOR SHOULD BE AT THE AIRPORTS & NOT IN THE COUNTRY SOMEWHERE(LOCATION X, E.G.)
TRAFFIC IN LOCATION X AMOUNT OF TRAFFIC GOING IN AND THE UNPLANNED HOLDING MAKES IT KIND OF HARD TO PLAN FOR FUEL
FLIGHT MANUAL REVISION, JEFFERSON, IS ANTIQUATED STRONGLY NEED ELECTRONIC FLIGHT MANUALS
CONGESTION ORD ATC WORK TOGETHR WOTH PILOTS BUT THEY ARE SOMETIMES SOO PUSHED FOR ARRIVAL RATES. THERE IS ALWAYS SOMETH9ING THERE PUSH YOU HIGH + FAST + THEN SLOW DOWN AT SAME TIME .CHOSE ALTITUDE OR SPEED, NOT BOTH ALWAYS MOVING SPEEDS AROUND UP GAS
SET TO LAND BUT YOU CANNOT LAND WITHIN SET RUNWAY AND HAVE TO GO SOME PLACE ELSE--TOO SHORT RUNWAY OR TOO ICY AND DON'T HAVE THE PERFORMANCE TO STOP W-IN RUNWAY.

D3A
FLIGHT INTO UNCONTROLLED AIRPORTS BY LARGE AIRCRAFT
SECURITY
US ONLY ATC SYSTEM THAT ALLOWS FOR NUMEROUS CHANGES ON APPROACH; NEVER KNOW WHAT YOU ARE GOING TO GET ON APPROACH
FREQUENCY CONGESTION IN LOCATION X CAN BE A PROBLEM WHEN COMMUNICATION IS NOT CONFIRMED BY
SUICIDE HIJACKERS, AND PEOPLE OF MIDDLE EASTERN DESCENT TAKING OVER AIRPLANES.
RESPONDENT SAYS THE MAIN PROBLEM IS CONGESTION ESPECIALLY AT [AIRPORT X]
ATC SHOULD FOCUS IN ON CONSERVATION BEING HELD WITH PILOTS
SURFACE MARKINGS ON RUNWAYS TAXIWAYS-TEST AIRPORT X IN LOCATION X USES RED PAINT-VERY EFFECTIVE IN STOPPING BEFORE ENTERING ACTIVE RUNWAY; MORE OF WHAT CREWMEMBERS SHOULD DO RE SUSPICIOUS PASSENGERS
SOME CONTROLLERS COULD BE MORE FLEXIBLE.
THE RELIABILITY OF THE EQUIPMENT BECAUSE OF ITS AGE FOR THE ATC EQUIPMENT
ATC OFTENTIMES FAIL TO THINK AHEAD WHEN GIVING INSTRUCTIONS.
PILOT FATIGUE AND THE RADIO NAVIGATION SYSTEM:THE QUALITY OF THE BOR SYSTEM SEEMS TO BE GOING
DO YOU THINK IT WOULD BE HELPFUL IF ATC WOULD VOLUNTEER KNOW TURBULENCE INFORMATION WITHOUT THEM HAVING TO SOLICITE THE INFORMATION HOW IS THE RIDE AHEAD?
DECLINED CHANGES NOT DISCUSSED-HAD A VERY CLOSE CALL WITH PLANE ON THE GROUND AFTER I WAS GIVEN A CLEARANCE CHANGE TO LAND
FATIGUE, FLYING TOO MANY HOURS AND YOUR OPERATING IN A PRESSURAIED AIRCRAFT, NOT ALWAYS TIME FOR MEALS
CARGO PLANES NOT BEING REQUIRED TO HAVE T-CAS
CARGO SCREENED FOR EXPLOSIVES
TURBULENCE ENCOUNTERS OF MODERATE INTENSITY THAT END UP HURTING FLIGHT ATTENDANTS.
CONTROLLERS HANDLING MULTIPLE FREQUENCIES WHICH PILOT CAN NOT HEAR
PRM APPROACHES
MORE ATTENTION TO THE PRESSURES BROUGHT ON BY CONGESTION RESULTING FROM MULTIPLE DEPARTURES AND LANDINGS AND BUSY AIRPORTS.
MULTIPLE DELAYS IN ATC CLRNC FROM ONE LOC TO ANOTHER EN ROUTE
ATC HAS NO RESPONSIBILITY TO ENSURE THAT PILOTS RECEIVED ATC DIRECTION; SHOULD BE A TWO-WAY DIRECT AND CONFIRM BY ATC
SUGGEST A CLEARANCE DATA LINK
TAS ABOUT GUNS IN THE COCKPIT
MY ONLY PET PEEVE IS [AIRPORT X] AND THEIR SPACING;THEIR MENTALITY IS VERY DIFFERENT FROM ANY OTHER AIRPORT!
2) RAMP SECURITY 3) INADEQUATE DEFENSE TRAINING 4) PILOTS NEED TO CARRY HAND GUNS 5) CRITICAL NATIONAL INTEREST EX OIL REFINERIES 7) QUEST. WHY DID THEY CHANGE THE RULE WITH FLAPS, BAD COMMUNICATION WITH ATC (IF A LANGUAGE BARRIER8)R SAID WHEN CREWMEMBER
LANDING A LITTLE SHORT, RSVM, 1000 FT ABOVE 29000 FT, NOISE ABATEMENT CLIMBS- AIRPORT X, LANDINGS AT SPECIAL AIRPORTS
YOU NEED TO FOCUS MORE ON GROUND CLEARANCES RECEIVED WHILE TAXIING
PILOT FATIGUE ISSUE - FOR NON-SCHEDULED AND SCHEDULED.
RADIO CONGESTION-TOO MANY PEOPLE TALKING ON THE RADIO AN ONE TIME
ATC CALL SIGNS ARE CAUSING CONFUSION AMONGST PILOTS
COCKPIT SECURITY IS LESS EFFECTIVE BECAUSE OF THE NON-COMPLIANCE OF CREWMEMBERS. THE RESULTS OF THE SURVEY SHOULD BE PUBLISHED.

D3A
CREW MEMBER FATIGUE
PILOT FATIGUE,AND SCHEDULING,PRESSURE ON PILOTS NOT TO CALL IN SICK FROM AIRLINE MANAGEMENT
PASSENGER ELECTRONIC DEVICES
AIRSPACE CONGESTION
FATIGUE
AIRPORT CONGESTION, TAKE OFF AND SEPARATION AND GO AROUNDS-REASONS FOR
CONCERN ABOUT THE CONDITION OF ATC & THEIR COMPUTERS
A T C CONTROLLERS WORKING SEVERAL FREQUENCIES, NOT ABLE TO RESPOND THE WAY PILOTS NEED THEM TO
GROWING CONGESTION DRIVEN BY THE HUGE INCREASE IN THE COMMUTER JETS.
AUDIO QUALITY OF CONTROLLERS MICROPHONESCONDENSER (ELECTRET)MICROPHONES WOULD HELP,ALSO TRANSMITT INDICATOR LIGHT ON AIRCRAFT RADIO WOULD SOLVE "STUCK MIKE" PROBLEMS
CREW REST
PULLING A PILOTS LICENCE DUE TO SOME SECURITY CONCERNS IS A LARGE CONCERN TO MANY PILOTS AND
COLLISION POTENTIAL IN BUSY AREAS
SECURITY ON THE GROUND, SCREENING IS A HAZARD TO AVIATION. SCREENING PILOTS IS RIDICULOUS, DISARMING PILOTS IN FRONT OF PASSENGERS IS DISGRACEFUL AND SHOULD STOP NOW
FLY OVERSEAS A LOT THEY HAVE ONE CONTROLLER WITH MULTIPLE FREQUENCY, A LOT OF CONGESTION
A T C DOESN'T REALIZE THE APPROACH SPEEDS ARE HIGHER FOR THE AIRCRAFT TYPE X . PROBLEMS ON RUNWAYS WITH ATO CLEARANCE, SOME DO GO AROUNDS.
ONE A T C CONTROLLER CONTROLLING MULTIPLE FREQUENCIES,UNREQUESTED NEED TO BE CHANGE D FROM WITHIN 10 MILES TO WITHIN 30 MILES
THERE IS ATC FRQUENCY CONGESTION IN NORMAL FLIGHT
FATIIQUE
CREW SCREENING BY AIRPORT SECURITY
FREQUENCY CONGESTION: IT IS COMPOUNDED BY ATC WORKING MUPLTIPLE FREQUENCY: A SIGNIFICANT DISTRACTION AND A EROUSION OF SAFETY.
HIGH CONGESTION DUE TO HIGH TRAFFIC, VOLUME IS PROBLEMATIC. NON-PRECISION APPROACHES IN MAKE-MODEL X ARE WRONG--TOO MANY CONSTANT COMPUTATIONS ARE INVOLVED AND EXTREMELY DANGEROUS.
TOO MANY MESSAGES DUTING TAKEOFF AND LANDING, AND CLEARANCES
THE WAKE TURBULENCE ISSUE IS THAT THEY HAVE SEPARATION REQUIREMENTS BUT THEY REALLY TRY TO PUSH THAT ALL THE TIME AND REALLY NEED TO STICK TO THE MILEAGE AND TIME REQUIREMENTS FOR ARRIVING AND DEPARTING AIRCRAFT;PLANES LAND AT BUSY AIRPORTS WAY TOO CLOSE
ALSO THERE ARE STILL WEATHER RELATED INCIDENTS WE MIGHT EXPAND MORE ON THIS LIKE MOUNTAIN WAVE ACTIVITY, AND RUNWAY INCURSIONS- SIGNS ALONG THE TAXI WAY MUST BE INTERPRETED BEFORE YOU CAN CONTINUE. WE NEED A SYSTEM OF RED LIGHT GREEN LIGHT LIKE LOCATION X.
DEPARTURES-ARRIVALS INCREASE W-SMALLER JETS, SO NEED MORE RUNWAYS OR AIRSPACE. ALSO, ATC SLOWING US DOWN-NOT OPERATING AS EFFICIENTLY AS 6-8 MOS AGO.
PILOTS WHO DEVIATE FROM PERSCRIBED STANDARD COMPANY PROCEDURES, FAILURE TO APPLY STANDARDIZATION, BETTER BRIEFING FOR FLIGHT CREW
LANDING AND TAKING OFF SIMULTANEOUSLY
CREW REST DUTY TIME ON BACK SIDE OF CLOCK WITH INCREASE IN BACKSIDE OF FLYING BY PART 121 OPERATORS + EXPLOSION OF THAT INDUSTRY THERE IS GREAT SAFETY CONCERN WITH CREWS BEING FATIQUED TO SEVERE DEGREES WHILE TRYING TO PERFORN THEIR COCKPIT DUTIES.SINCE
AIRCRAFT TYPE X HAS RUDDER PROBLEMS ,ALL NEW PLANES ARE TERRIBLE THEY DON'T MAKE THEM LIKE THEY USE TO .FLIGHT TIME AND DUTY TIME
DIGITAL DATA LINK IS NEEDED FOR THE FUTURE

D3A
CARGO ONLY AIRCRAFT AREN'T REQUIRED TO HAVE T-CAS
LANGUAGE PROBLEMS
BEING TIRED, NOT ENOUGH REST
READING BACK A CLEARANCE INCORRECTLY ABSOLVE THEM OF RESPONSIBILITY
VISUAL APPROACHES THAT ARE SET UP CONTROLLERS GET PILOTS IN AN UNSTABILIZED APPROACHES
CONGESTED NORTH EAST CORRIDOR, CONGESTION IN AIRPORT ENVIRONMENT
RECEIVING CLEARNACE FOR TAKEOFF BASED ON MILEAGE RATHER THAN THE TIME NEEDED FOR WAKE TURBULENCE TO DISSIPATE. ATC SHOULD BE MADE TO TIME THE DEPARTURE FOR THE HEAVIER AIRCRAFT
I'M CONCERNED WITH CLOSURE OF AIRPORTS
ALL THE TURMOIL IN THE AVIAT .SYSTEMS
ACTIONS TAKEN ON ACCOUNT OF A RESOLUTION ADVISORY
TERRORISM - R IS TOTALLY COMFORTABLE WITH SECURITY.
CONTROLLER WORKING MORE THAN 1 FREQUENCY
RADIO CONGESTION BLOCKED RADIO CALLS
PRM APPROACHES
ISSUES OF PROTECTION FOM SHOLDER LAUNCHED MISSELS,
A T C COMMUNICATIONS(REAL CLOSE CALL SIGNS)
TOO MANY AIRPLANES SCHEDULED TO TAKE OFF & LAND AT THE SAME TIME, TOO MUCH FREQUENCY
LESS ADEQUATLEY STAFFED ATC --GROUND CONTROLL AND ALSO GIVING GROUND INSTUCTIONS - WORKING MORE THAN 1 FRQUENCY.
PILOT FATIGUE
3 MILE SEPARATION ON AIRCRAFT AT AIRPORT X
WORK LOAD
LAND AND HOLD SHORT OPERATIONS
TOO MANY SMALL JETS IN LOCATION X UN-NECESSARILY INCREASING AIRSPACE
FREQUENCY CONGESTION AT TERMINAL AREA AT TAKEOFF AND LANDING-UNDERSTAFFING OF ATC AT PEAK
ASK ABOUT GO AROUNDSDUE TO AIRCRAFT ON RUNWAY
CREW KNOWLEGE OF FAR, FOM AND CO. OPER MANUALS
PLANES ARE VECTOR TO CLOSE TOGETHERER ON APPROACH IN [AIRPORT X] , VECTOR TOO HIGH AND CLOSE ON THE APPROACH
DATA LINK AT THE [AIRPORT X] CENTER - ADDITIONAL EXPOSURE TO SATELLITE DOWNLINK
CONGESTION AT MAJOR AIRPORTS. ANTEQUATED ATC RADAR
SECURITY MEASURES ARE FAR TOO RELAXED FOR CHARTER PASSENGER AND STEP TAKEN TO SECURE COCKPIT AREAS OF CHARTER AIRCRAFT, SHOULD WE SCREEN THE BAGGAGE AND PASSENGERS ON CHARTER CARRIERS
R V S M
SECURITY
LAHSO PROCEDURE
ATC & PILOT COMMUNICTIONS FOR RESPONSE AND VERIFICATIONS-CONTROLLER WORKLOADS RELATING TO THESE PROBLEMS.AND FREQUENCY CONGESTION.
PILOTS BEING DISTRACTED BY SECURITY CHECKS
RUNWAY INCURSIONS AT [AIRPORT X]. AT THE REAL BUSY INTERSECTIONS THERE IS A BIG RED PAINTED SIGN ON THE LEFT SIDE OF TAXIWAY, ABOUT 20FT BY 5FT.IT SAYS 1&2 LTO R. ALL IT SAYS IS BUSY INTERSECTIONS. IT IS AN EXCELLENT THING .
WE SHOULD ASK MORE QUESTIONS RE SECURITY ISSUES; IS SECURITY LACKING AT ANY PARTICULAR AIRPORTS;
UNRELIABLE AND WEAK VOR SIGNALS
TOO BUSY AIRPORTS

D3A
GROUND SECURITY
NON-TOWER OPERATIONS
GROUND LIGHTING AND MARKINGS
ATC WILL NAG PILOTS TO CALL THE FIELD REPEATEDLY WHEN YOU REQUEST VECTORS FOR THE FIELD THEY SEEM PUT OUT. GEN. 2 THUMBS UP
FREQUENCY CONGESTION
LANGUAGE ON INTERNATIONAL LEGS
IN FUTURE SURVEYS I THINK THAT THERE SHOULD BE A LONGER TIME FRAME NOT JUST 60 DAYS.
SECURITY SCREENING ON COMMERCIAL FLIGHTS IS TOTALLY OUT OF CONTROL. R WAS ON DEAD HEAD FLIGHT AND R WAS STRIP SEARCHED 4 TIMES R WAS TRAVELING IN UNIFORM ON A COMPANY PAID TICKET. THIS IS COMPLETELY OUT OF CONTROL. THEY NEED TO SPEND MORE TIME SCREENI
TCAS FOR ALL MAJOR AIRLINERS
CREWMEMBER FATIQUE AND MAINTAINCE PROBLEMS
MORE WEATHER RELATED TOPIC, FORECAST, ENROUTE WEATHER, REROUTE REGAURD TO WEATHER
NEED TO BE ARMED IN THE COCKPIT
TOO EASY TO PUT BOMB OR CERAMIC GUN ON PLANE. CHANGE ARRIVAL AND DEPARTURE PROCEDURES MUST SEPARATE EACH LATERALLY.
INCREASE IN PASSENGER RIDE REPORTS FOR THOSE IS PRESENTING THE FREQUENCY CONGESTION
DUTY TIME AND PILOT FATIGUE
SECUIRTY-RELATED ISSUES-CONCERNS, E.G. GROUND PERSONNEL AND AIRPORT PERIMETERS
PROBLEMS MOVING IN AIRPORTS WITH LOW VISUAL WEATHER
AIR TRAFFIC CONTROL MONITORING MULTIPLE FREQ. WHEN PILOTS CAN NOT HEAR THE OTHER FREQUENCIES AND THAT WOULD BE EN ROUTE
AN INCREASING TREND IS FOR ATC TO STATE INSTRUCTIONS WIHTOUT WAITING FOR CONFIRMATION ESP FREQUENCY CHGS. I WOULD LLIKE TO SEE DATA LINK FREQUENCY CHANGES AS IMPROVEMENT.
WE SHOULD HAVE GUNS IN THE COCKPIT AND 2 BARS ON THE DOOR RATHER THAN ONE--I DON'
THIS CAN HELP ALOT
COULD ADDRESS HEAVY TRAFFIC CONGESTION, AS WELL AS, DIFFERENT TOWER COMMUNICATION FREQUENCIES BEING USED FOR LANDING AND DEPARTING AIRCRAFTS, ESPECIALLY [AIRPORT X] WHICH ARE POTENTIALLY HAZARDOUS WHEN ONE CANNOT HEAR WHAT'S GOING ON
FREQUENCY CONGESTION-NOT JUST IN TIME CRITICAL SITUATIONS BUT WHEN WE'RE OUT OF RANGE IT IS AN ISSUE REGARDLESS WHETHER IT'S TIME CRITICAL OR NOT. ESPECIALLY ON APPROACHES, THOSE GUYS ARE REALLY BUSY, AND IF THERE'S ANYTHING OUT OF THE NORMAL IT CAN BE DA
CREW FATIGUE
FLIGHT TIME AND ON DUTY TIME RESTRICTIONS
RUNWAY PROBLEMS
SPEED CONTROLLERS READ OFF CLEARANCES IS TO FAST ,ESPECIALLY INITAL CLEARANCES
CONCERNED ABOUT STOWAWAYS ON CARGO PLANES
LAND AND HOLD SHORT,
CREWMEMBER FATIGUE
JUST THE TSA IN GENERAL.
MOST OF IT IS TRAFFIC CONGESTION;CLOSE DEPARTURES AND LANDINGS;THEN THEY DON'T GET BACK TO YOU BECAUSE IT'S SO CROWDED OUT THERE
NEED MORE CONTOLLERS---
THE MIX OF REGULAR COMMUTER PLANES WITH LARGE JETS IN THE TERMINAL AREAS IS A DISASTER WAITING TO HAPPEN; FREQUENCY CONGESTION IS A BIG PROBLEM

D3A
SURVEY SHOULD BE MORE COMPREHENSIVE TO INTERNATIONAL FLYING AS WELL AS DOMESTIC FLYING
PILOT FATIGUE, CREW REST, "SLAM DUNK" APPROACHES ARE BECOMING MORE COMMONPLACE
PILOTS NEEDS MORE REST
CREWMEMBER FATIGUE
[AIRPORT X] -THE SIMULTANEOUS LAND & HOLD SHORT OPS.-TOO DEPENDENT ON CONDITION OF THE AUTO BRAKES-ACCIDENT WAITING TO HAPPEN
CREW FATIGUE AND SECURITY ISSUES
FAA HAS GONE TO MAKING OPERATIONAL DECISIONS REGARDING WEATHER- THIS IS THE PILOTS JOB- THEY JUST WANT TO CONTROL
R SAID THAT THE QUALITY OF TRAINING OF PILIOTS SHOULD BE ADDRESSED
SATURATION IN THE NORTHEAST CORRIDOR AND [LOCATION X] AND [AIRPORT X]
FREQUENCY CONGESTIONS CONTINUOUS PROBLEM
TOO MUCH CONGESTION AT LARGER AIRPORTS. PLANES BEING PUT TOO CLOSE TOGETHER F-TAKE OFF & LANDING. THINGS ARE AT THE THRESHOLD OF BEING TOO MUCH!
AVIATION NETWORK IS VERY OUT DATED
ATC DID NOTACKNOWLEDGE READBACK
SECURITY ISSUES IN SOME PLACES ARE NOT PARTICULARLY EFFECTIVE IN SOME PLACES
FREQUENCY CONGESTION ON THE GROUND
CREW FATIGUE
WHEN FLYING OTHER COUNTRIES THERE ARE PROBLEMS MOST HAZARDS ARE OUTSIDE OF THE US
R SAID ASK THIS QUESTION. HOW MANY TIMES HAVE YOU BEEN INSTRUCTED TO LAND A CLEARANCE BUT HOLD SHORT OF A CROSSING RUNWAY?
LEAVE THE RADIO FREQUENCY FOR MORE IMPORTANT TRANSMISSIONS; USE DATA LINK FOR NON-CRITICAL INFORMATION
CONCERN ABOUT SECURITY IN PASSENGER TERMINALS AND FREIGHT TERMINALS.
BIGGEST TREND APPROACH CONTROLLERS TRYING TO GET AS MANY AIRCRAFT INTO AIRPORT AS THEY CAN - RESULTS IN UNNECESSARY GO-AROUNDS, FINAL APPROACH SPEEDS DRASTICALLY DIFFERENT
ATC AND CONGESTION FROM REGIONAL JETS
BRIEFING ALL CREWMEMBERS TO CHANGES
AS A PILOT I'M CONCERNED ABOUT THE LACK OF REQUIRED OF THE CONTROLLER TO CORRECT THE PILOT IF HE INCORRECTLY READS BACK THE INSTRUCTIONS.
WHY WE HAVEN'T THE MONEY BEEN SPENT FROM AVIATION TRUST FUND. TO GO TOWARD AVIATION SAFETY AS INSTEAD OF BALANCING THE BUDGET
CONTROLLERS CONTROLLING ON MULTIPLE FREQUENCIES AT THE SAME TIME
AIRPORT GROUND SIGNS ARE CONSISTENT, TOWER TAXI INSTRUCTIONS WHILE YOU ARE ROLLING OUT AND LANDING NOISY CAN'T PAY MUCH ATTENTION TO IT
FREQUENCY CONGESTION
LAND & HOLD SHORT OPERATIONS
PILOTS FATIGUE
CREWMEMBER FATIGUE, SECURITY
FATIGUE
MAINTAINING VISUAL SEPERATION WITHIN 10 MILES OF RUNWAY IS AN ISSUE.
SECURITY CONCERNS AT LARGE AIRPORTS, AT HUBS WHERE ALL EMPLOYEES ARE NOT SCREENED.
THE AGE 60 RETIREMENT RULE IS RIDICULOUS AND DISCRIMINATORY, AND HAS NOTHING TO DO WITH AN INDIVIDUAL'S ABILITY TO PILOT A PLANE SAFELY. ATC TRANSMIT TOO MUCH AND ACT AS IF THEY ARE GETTING PAID BY THE TRANSMISSION AND NOT FOCUSED ON THE QUALITY OF FLIGH

D3A
SECURITY PROCEDURES WHICH ARE ALMOST TOTALLY USLESS AS THEY ARE.
INADEQUATE SECURITY MEASURES WHICH AT TIMES CONTINUE TO COMPROMISE AIRCRAFT SAFETY
ATC FREQUENCY CONGESTION CONFLICTS WHILE EN ROUTE, TOO MANY INSTRUCTIONS WHILE LANDING FROM
NIGHT OPERATIONS- MARKINGS ON AIRCRAFT SHOULD BE MADE REFLECTIVE
RNF DEPARTURE R FEELS SOME OF THE QUESTIONS ARE TO SPECIFIC R FEELS NO RELEVANT (EX. HOW MANY
THE UNCONTROLLED AIRPORTS SHOULD BE CONTROLLED
PILOT FATIGUE,DUTY TIME
LACK OF ENGLISH LANGUAGE SPOKEN BY FORIEGNERS
WEATHER QUESTION INCLUDE THUNDERSTORMS ON BOARD WEATHER RADAR, GROUND BASED RADAR SYSTEMS, FREQUENCY CONGESTION PROBLEMS BETWEEN ATC AND PILOTS
CONTROLLER WORKLOAD IS A SAFETY PROBLEM
QUESTIONS THAT WE ASKED ABOUT ARE GEARED TO. DAY FLYING. NIGHT FLY ISSUES ARE PRETTY DIFFERENT. PILOT FATIGUE IS VERY DIFFERENT FROM THE FATIGUE OF DAYTIME FLYERS. BODY-CLOCK ADJUSTMENT IS HARDER. AT NIGHT, MINIMUM WEATHER DELAYS, CONGESTION..
RESPONDENT SAID MAKE THE WINDOW A LONGER PERIOD OF TIME
OVERCROWDING AT AIRPORTS, ESP W-RVSM
QUESTIONS CREW PAIRING AND CREW EXPERIENCE AND ADEQUATE TRAINING, NOISE ABATEMENT ARRIVALAS CREATING UNSAFE LANDINGS, NON-STANDARD SECURITY PROCEDURES
MORE QUESTIONS ABOUT RADIO CONGESTIONS
ATC CONTROLLERS HARD TO HEAR FROM AIRPORT X
QUESTIONS ABOUT CERTAIN CHARTED VISUAL APPROACHES ESPECIALLY AT NIGHT PARTICULARLY AT AIRPORT X
CONGESTION AT AIRPORTS
ATC FREQUENCY CONGESTION IN GENERAL INTERFERS WITH NORMAL PROCEDURE REQUESTS.
SECURITY ISSUES -SCREENING OF PASSENGERS,
PRESENCE OF WEAPONS ON THE FLIGHT DECK OR IN POSSESSION OF LAW ENFORCEMENT PERSONAL ON THE AIRCRAFT
PILOT FATIGUE,VEHICLE TRAFFIC ON RAMPS
TAKE OFF CLEARENCES ON HEAVY, ITS NOT TIME ANYMORE BUT DISTANCE. HOW OFTEN HAVE TOU RECIEVEC A CLEARENCE FOR TAKE OFF BEHIND A HEAVY?
WE NEED RVSM THROUGHOUT THE US.
FINANCIAL STABILITY CAUSES HUGE DISTRACTIONS, MISSED RADIO CALLS, FREQUENCY CHANGES, JOB SECURITY,
AIRPORT MARKINGS-CONFUSION---DATA LINK ATC COMMANDS
EAST COAST AIR TRAFFIC CONGESTION
RESERVE DUTY PERIOD INTERMS OF RESERVING SLEEP CYCLES
TAKE OFF AND LANDINGS AT [AIRPORT X] ARE TOO FREQUENT, SEPARATION BETWEEN AIRCRAFT IS TOO TIGHT, ATC CONGESTION ISSUES
CREW REST--MY FLIGHTS ARE INTERNATIONAL - WE HAVE SOME EXTREMELY TIRED PEOPLE FLYING INTO
FATIGUE
CONGESTION
PILOT FATIGUE, INCREASING TRAFFIC VOLUME (EG,INTRO OF SMALLER PLANES)
SECURITY HARRASSMENT OF CREW
MORE QUESTIONS ABOUT CONTROLLER FREQUENCY OVERLOAD
R SAID THERE IS MANY PROBLEMS WITH COMPUTER SYSTEM @SEPARATION ON TAKE OFF AND LANDINGS
GROUND DELAYS A LOT AT [AIRPORT X] BECAUSE OF OVER CAPACITY
USE OF SIMILIAR CALL SIGNS
RUNWAY MARKINGS AND TAXIWAY MARKINGS

D3A
AIRPORT CONGESTION.
AIR TRAFFIC CONTROLLERS MONITORING MULTIPLE FREQUENCIES-THEY'LL MISS CALLS FROM US AND VICE
PROLIFERATION OF SMALLER CRAFT IN AIRPORTS--HARD TO SEE THEM, CONGESTION ON RADIO
CREWS INADEQUATELY PREPARED FOR FLYING OUTSIDE THE US - SOUTH AMERICA, SANTIAGO ,ETC - WHERE STANDARD RULES ARE NOT OBSERVED
LACK OF SEVERE WEATHER INFORMATION IN THE COCKPIT
AIR TRAFFIC CONTROLLER SITUATIONAL AWARENESS
AIRLINE SECURITY PASSENGER SECURITY SCREENING AND MONITORING, OVERSCREENING OF SECURITY OF FLIGHT CREW , STRESS FACTOR ON FLIGHT CREWS
AIRCRAFT HANDLING ADJACENT TO OTHER AIRCRAFT, TRAFFIC PROXIMITY TO MY AIRCRAFT
ATC IN TERMINAL AREA TRYING TO CONTROL THE AIRCRAFT WHEN THE PILOT WANTS TO DO SOMETHING DIFFERENT, HARD TO GET DOWN AND SLOW DOWN, MAKE IT DIFFICULT TO HAVE AN AIRSPEED RESTRICTION, RADIO CONGESTION, TRAFFIC CONGESTION
FREQUENCY CONGESTION -EFFECTIVELY COMMUNICATE WITH YOUR CONTROLLER, FATIGUE ISSUES-COMPROMISING THE SAFE OPERATION OF PLANE
AIR TRAFFIC CONTROL RADIO CONGESTION IS GETTING TO BE A REAL PROBLEM--THERE ARE TIMES WE CAN'T GET A WORD IN WHEN WE NEED TO BECAUSE OF SO MUCH ATC RADIO CLUTTER.
SECURITY
WE SHOULD HAVE AN OPERATING MAN POWER CONTROLLER TOWER.SECONDLY WE NEED 2 COMPLETE COMPONENT X APPROACH AT EVERY AIRPORT THAT SERVICE COMMERCIAL AIRCRAFT.THE AVIATION TRUST FUND CAN PAY FOR IT
SLAM-DUNK APPROACHES AND INTENSE RUNWAY CROSSING AT HIGH INTENSITY AIRPORTS LIKE AIRPORT X AND AIRPORT X, AS WELL AS AIRPORT X
OVER SATURATION OF AIRCRAFT IN CERTAIN AREAS : BASICALLY IN NORTHEAST AREAS
FREQUENT APPROACH CHANGES W-IN 20-30MI THRESHOLDS -[AIRPORT X] AND [AIRPORT X]. NEGATIVE ATTITUDE OF ATC PERSONNEL WHEN PILOTS TRY REPEATEDLY TO REACH THEM. NEAR COLLISIONS WITH GROUND VEHICLES AND PERSONNEL. DIFFICULTIES ON THE GROUND WITH DRUNK OR ANGR
AIR TRAFFIC CONTROL OVERLOAD, NUMBER OF DELAYS THE ABILITY OF THE CONTROLS AND SYSTEMS ARE LAGGING BEHIND THE TRAFFIC THAT IS HAPPENING, SUFFERING FROM CONSTANT GROUND DELAYS. AND THE VOLUME OF TRAFFIC OVERWHELMED DURING CERTAIN TIME PERIODS. BETTER CONT
SECURITY
WEATHER AVOIDANCE., AIR SPACE COULD HANDLE MORE TRAFFIC
ATC. OVERCONTROL THE AIRPLANES . DONT WANT TO ACCEPT WHAT PILOTS ARE DOING
MORE FRENQUENCY CONGESTION QUESTIONS
ONGOING INVESTINGATION ON THE VERTICAL STABLIZER ON THE [AIRCRAFT TYPE X].
[AIRCRAFT TYPE X] HAS A VERY HIGH APPROACH SPEED AND ATC OFTEN BRINGS IN SMALLER PLANES THAT ARE SLOWER AND THERE IS NOT ENOUGH DISTANCE.
DISTRACTIONS (E.G. HEARING ABOUT CO-PILOT'S BANKRUPTCY HAS BEEN AFFECTING EVERYONE'S
ATYIS BROADCAST-TOO MUCH ON IT
TAXI SIGNAGE AT CERTAIN AIRPORTS AIRPORT X VERY POOR, HARD TO SEE
WEATHER IN TIMELY MANNER--IN LOCATION X COULOD NOT GET REPORT TILL WE WERE CLOSE-HAD ALOT OF THUNDERSTORMS- DEVIATE ALL OVER, COULD'NT GET ATIS, COULDN'T GET FIELD CONDITIONS AT NIGHT .THIS IS ESPECIALLY DIFFICULT IN WINTER-PLOW RUNWAY OR NOT
ATC DOES TOO MUCH STACKING; SMALL PLANES CUT IN FRONT OF LARGER PLANES IS DANGEROUS
ASK PILOTS DO THEY FEEL THEY SHOULD KEEP FIRE ARMS IN COCKPIT .

D3A
SECURITY OF PEOPLE WHO ARE ASSOCIATED WITH AIRLINE OPERATIONS NEED MORE SECURITY SCREENING, ATC DELAYS GROUND STOPS DUE TO GROUND SATURATION ,GUNS IN THE COCKPIT
COMMUNICATION CONGESTION IN THE NORTH EAST WHEN WEATHER IS BAD
CONFLICT ON ACTIVE RUNWAY BETWEEN OTHER AIRCRAFTS OR GROUND VEHILES
HAVE DONE THREE GO AROUNDS IN ONE MONTH. WILL BE ON APPROACH AND TOWER CLEARS ANOTHER AIRCRAFT. INADEQUATE SPACING.
CARGO AIRCRAFT HAVE KEY PATHS LIKE PASSENGER CARRYING AIRCRAFT
FREQUENCY CONGESTION IS ALWAYS A PROBLEM.
CONTROLLERS ARE ON MORE THAN ONE FREQUENCY WHICH CAUSES ALOT OF BLOCKED COMMUNICATION.
FATIGUE- STRESS WHILE LANBDING AND TAKING OFF
PILOT FATIGUE SHOULD BE ADDRESSED AND OUTDATED EQUIPMENT ESPECIALLY
PILOT FATIGUE FOR INTERNATIONAL PILOTS AND FLIGHTS
CROWDED COMMUNICATIONS FRQUENCIES--THE WHOLE SYSTEM HAS VERY CROWDED AND EXTREMELY BUSY RADIO FREQUENCIES OF THE GROUND:GROUND CONTROL AND RAMP CONTROL. LONG WAIT TIMES TO GET YOOUR CALL IN
AIR TRAFFIC CONTROL ISSUING ALTITUDES AT AIR SPEED RESTRICTIONS THAT MAY BE IMPOSSIBLE TO MEET BECAUSE OF PREVIOUS RESTRICTIONS
TRANSPORTATION OF ILLEGAL ALIENS THAT ARE BEING DEPORTED. FROM TIME TO TIME WE HAVE LARGE NUMBERS OF ILLEGAL ALIENS THAT ARE BEING DEPORTED ARE UNESCORTED. USUALLY IT IS 8 TO 15 ILLEGAL
CREWMEMBER FATIGUE
FAA IS A BIG PROBLEM--SECURITY MEASURES--DIFFERENT AT EACH AIRPORT-NO CONSISTENCY.
ARRIVAL CONGESTION AT LARGE AIRPORTS
CREW REST AND CREW DUTY TIME- THE ODD WORKING HOURS IN SCHEDULING OTHER FLIGHTS IS VERY
REST ISSUES, CREW DUTY AND LIMITATIONS AND REST
LONG INTERNATIONAL FLIGHTS DEVIATIONS FOR TRAFFIC SEPERATION AT DESTINATION
REROUTING INFLIGHT DUE TO WEATHER AND FLOW WITHOUT CONSIDERATION OF FUEL ON BOARD
CENTER MONITORING MORE THAN 1 FREQUENCY. ONE CONTROLLER SHOULD DO 1 FREQUENCY. I CAN ONLY HEAR MY FREQUENCY BUT HE HAS SEVERAL HE IS TALKING TO ESPECIALLY AT NIGHT WITH REDUCED STAFF. ONE GUY DOING MORE THAN 1 JOB. TOWER GROUND AND TAXI.
LOSS OF COMMUNICATIONS DURING APPROACH AND DEPARTURE AS A HYPOTHEITICAL
CONGESTION IN TERMINAL AREAS IS MAKING IT HARD FOR ATC TO KEEP UP
COMPLACENCY IN FLYING SYSTEM
CHOICES REGARDING WEATHER DEVIATIONS
DISTRACTIONS, BECAUSE OF PAY CHECKS, PENSIONS, ETC.
IMPROVEMENT OF COMMUNICATIONS ACROSS THE PACIFIC SO THAT WE CAN HAVE MORE TIMELY COMMUNICATION OVER THE PACIFIC AND BETTER INTEGRATION BETWEEN AMERICAN AND LOCATION X ATC SO
WHEN TRAFFIC COUNTS STARTS INCREASING AND THE TAKE A CONTROLLER OFF - MAKE THE SECTOR BIGGER THEN THINGS GET TO OVERLOADED.
[AIRPORT X] HAS TRAFFIC PROBLEMS. WE'RE TOO OFTEN CUT VERY CLOSE
CREW FATIGUE
WHEN ATC REREADS A CLEANCE NEED THE THREE LETTER IDENTIFIERS, REREADING NAVAIDS WITH THREE LETTERS ID AS OPPOSED TO LOCAL NAMES, RELIEVING THE ATC OF RESPONSIBILITY OF READBACKS,
ON WKENDS, CONTROLLERS W0RKING TOO MANY SECTORS - NOT SAFE F-ARMED CREW MEMBERS TO CARRY WEAPONS IN LOCK BOX, SHOULD BE SEEN F-SAFETY - HI PRICE OF FUEL
QUESTIONS ON PRM APPROACHES NEED TO BE ASKED
QUALITY CONTROL AND STANDARDIZATION OF FAA AIR CARRIER INSPECTORS.

D3A
LAND AND HOLD SHORT SITUATION(LASO)
INCONSISTENCIES BET. DIFFERENT AIRPORTS REGARDING CHANGING SECTORS(FROM INROUTE TO APPROACH, E.G)THIS NEEDS TO BE STANDARDIZED. ALSO, TAXIWAY SIGNAGE. I THINK WE SHOULD BE MORE INTO GPS APPROACHES.
DROP THE WORD HEAVY
INEXPERIENCE CONTROLLERS,FREQUENCY CONGESTION,AND RUNWAY INCURSIONS,LAHSO
COMMUNICATION PROBLEMS, PEOPLE ARE STEPPING ON EACH OTHER, ATC DOES NOT ANSWER RIGHT AWAY. BUT, IF WE DON'T ANSWER IT'S A PROBLEM, ESPECIALLY IN CRITICAL ERRORS.
T-CAS AND T-CAS AVOIDANCE-TRAMENDOUS INCREASE IN A.T.C AIRCRAFT HANDLING,MAJOR INCREASE FOR AIRCRAFT TO DECEND EARLY FROM THE ARRIVAL OF THE AIRPORT
5 MINUTES BEFORE PUSHBACK TIME NOT WELL USED - 10 MINUTES AFTER PUSHBACK ARE EXTREMELY BUSY-LOAD ADVICE SHOULD BE READY 10 MINUTES BEFORE PUSHBACK- LATE DELIVERY OF DANGEROUS GOODS PAPERWORK SHOULD BE 30 MINUTES BEFORE PUSHBACK
JUMPSEATING NON-PILOTS PASSENGERS, PILOT FATIGUE ISSUES AND CIRCADIAN RHYTHM ISSUES
TRAFFIC VOLUME
PILOT FATIGUE, CONTINUED EMPHASIS ON CRM
SATURATION LEVEL OF THE AIRSPACE
NOISE ABATEMENT IN TAKE-OFF AT [AIRPORT X]
CONTROLLER WORKING TOO MANY FREQUENCY.
HUMAN FACTORS-PSYCHOLOGICAL ASPECTS OF THE AIRLINES' ECONOMIC PLIGHT
SHOULD XRAYING ALL R'S CARGO
NARROWING TO 60 DAYS IS A MISTAKE
CONTROLLERS NEED TO BE MADE MORE AWARE THAT SOME AIRCRAFT HAVE A LOT MORE SPEED THAN OTHERS
CREW FATIGUE IS A PROBLEM.
ASK ABOUT R VSM
TOO MUCH INFO BEING GIVEN VERBALLY AND WRITTEN
CREW FATIGUE
STANDARD PASSENGER WEIGHTS THAT ARE USED ARE BOGUS THAT NO ONE EVER KNOWS THE WEIGHT USED IN TAKE OFF. THE REQUIREMENTS ARE SO TIGHT AND OTEHRS ARE LOSE TAT IT IS INCOSNISTENT.
R SAID AT [AIRPORT X] ;COMING IN ONARRIVALS DONT LRT YOU DIVERT FROM THE STAR. R SAYS ATC NEED TO BE MORE FLEXIBLE
ASK SOME MORE OPEN-ENDED QUESTIONS ABOUT CLEARANCE CHANGES AND CONTROLLERS;ALSO SOMETIMES CONTROLLERS GIVE TOO MUCH INFO ON THE LANDING
ASK MORE ABOUT BLOCKING EACH OTHER ON FREQUENCIES, ALLEVATING FREQUENCY CONGESTION
COMPUTER OUTAGES WITH ATC;GET A BETTER SYSTEM AND SPEARATION BETWEEN AIRCRAFT ON LANDING
GENERAL AVIATION NEEDS TO BE ADDRESSED MORE-LIKE SCREENING PASSENGERS.
DEICING METHODS SHOULD BE CHANGED, AWARENESS OF NEED OF DEICING -AT THE HOLD SHORT DOWN, SIMILAR CALL SIGNS
ADD MORE INFORMATION ABOUT DEPARTURES AND DIFFERENCES DURING TAKEOFF, HOW MUCH HEADSDOWN ON TAKEOFF
HAVE A PROBLEM BETWEEN LOCATION X AND LOCATION X, WE ARE OUT OF RADAR BETWEEN THESE ISLANDS. MULTIPLE JETS ALL OVER THE AIRWAY, SAFETY PROBLEM IF NOT CORRECTED.
ATC IS OVERWORKED AND RUSHED. I OFTEN BAIL THEM OUT OF BAD SITUATIONS AND IT IS HARD TO TELL IF THEY APPRECIATE IT OR NOT.
LAHSO
TRANSITION TRAINING AT AIRLINES IS TO0 RUSHED

D3A
OVERDEPENDENCE ON THE FMC
FLOW CONTROL SYSTEM SEEMS NOT TO WORK
HUGE INCREASE OF REGIONAL JET TRAFFIC IS BEING BOGGED DOWN WITH TRAFFIC FLOW AND CONGESTION
DUE TO TOO MANY ARRIVALS AT PEAK TIMES@ MANY LARGE AIRPORTS, CONTROLLERS RESTRICT SPEED AT ARRIVAL. OFTEN MY PLANE CAN'T COMPLY. OFTEN INFO FROM FLIGHTCREWS IS MET W-SARCASM, CRITICISM & RUDENESS FROM ATC.
AIRSPACE SATURATION WORLDWIDE BUT PARTICULARLY IN LOCATION X - PROBLEMS REPROGRAMMING WHEN CHANGES FOR LANDING ARE REQUESTED-S
NO TGIVING STRAIGHT IN APPROACHES DUE TO PROXIMITY TO ANOTHER AIRPORT.
MANDATORY INFORMATION ON ICING CONDITION AND EVERY PLANCE SHOULD BE DE ICED, PILOT FATIGUE MANDATORY REST PERIODS,
SHOULD ASK QUESTIONS ABOUT GO AROUNDS
STANDARDIZING CREW DUTY TIME, DIFFERENT REST TIMES UNDER DIFFERENT TIMES,INTERNATIONAL VS DOMESTIC FLIGHT RULES
R FLIES ALL INTERNATIONAL FLIGHTS.R SAYS THERE CAN BE PROBLEMS WITHRADAR @ NON RADAR . BIG LANGUAGE BARRIER.
AIRPORT SIGNAGE
JEFFERSON CHARTS NEED TO BE PROGRAMED INTO FMS OR FMC EQIUPPED AIRPLANES,NEGATING THE NEED TO CARRY JEFFERSON CHARTS FOR EVERY CREW MEMBER
AIRPORT CONGESTION- VISUAL CLEARANCE ON FOLLOWING PLANES-ALTITUDE CLEARANCE ON INTERNATIONAL FLIGHTS-EMERGENCY LANDING IN NORTHERN LATITUDE- WEIGHT DATA REPORT ACCURACY WITHOUT FUDGING THE WEIGHT OF PASSENGERS AT A MINIMUM OR CHILD WEIGHT.
R SAID THAT WHEN R FLIES INTO [AIRPORT X] THERE IS PROBLEMS WITH COMMUNICATION WITH ATC
SPACING O9F AIR CRAFT IN VISUAL CONDITIONS
AIRPORT SECURITY
CLOSE PARALLEL APPROACHES
TO MANY ARRPLANES INT TO SMALLER SPACE
DUTY TIME REGULATIONS AND REST REQUIREMENTS
WERE YOU PRESSURED BY YOUR COMPANY TO VIOLATE YOUR PERSONAL SAFTEY, WERE YOU PRESSURED BY ANOTHER CREW MEMBER TO VIOLATE FAA REGS
SYSTEM CONGESTION @ AIRPORTS, ESP W-POTENTIAL RVSM
FREQUENCY CONGESTION (I.E. LOCATION X AREA). TCAS SHOULD BE A REQUIREMENT ON ALL AIRCRAFT
CREW DUTY LIMITS DURING CRITICAL HOURS , MIDNIGHT- FROM 1:30PM
PILOT FATIGUE
CREW FATIGUE IS A MAJOR ISSUE -- NEEDS MAJOR REVISION
OVER CROWDING CONTROLLERS AND CROWDED AIRSPACE
QUALITY OF MAINTENANCE AREAS - COCKPIT RESOURCE MANAGEMENT SKILLS
LIMIT RESPONSIBILY TO THE TOWER CONTROLLERS(.ATC)
WAS CREW PRE-OCCUPIED WITH OTHER EMPLOYMENT ISSUES WHICH COULD HAVE IMPACTED SAFETY
RUNWAY INCURSIONS-PROBLEM WITH CONTROLLERS ADDING ADITIONAL CONGESTION IN AN EFFORT TO MAKE MORE MONEY, ADD MORE QUESTIONS ABOUT CONGESTION ISSUES
ATC NEEDS TO WORK HARDER. WE ARE BEHIND IN TECHNOLOGY AND THAT IS COSTING US TOO MUCH IN THE EXPENDITURE OF FUEL.
NONE RADAR EQUIPED AIRPPORT
WITH WEATHER IN THE AREA AND AIR TRAFFIC SATURATION WHERE YOU AREN'T ABLE TO AVID SEVERE WEATHER BECAUSE OF TRAFFIC CONGESTION

D3A
RUNWAY INCURSNESS
CONGESTION OF FREQUENCIES
THERE'S A SPECIFIC ARRIVAL GOING FROM [LOCATION X] TO [LOCATION Y] CALLED [ARRIVAL CODE] AND THE FMC'S NORMAL MONITORING DOESN'T LINE UP UNTIL THE VERY END--THIS TAKES YOUR WHOLE CONCENTRATION FOR THIS THING.
SLEEP ISSUES ARE A SAFETY PROBLEM. UNCONTROLLED AIRPORTS, RUNWAYS WITH NO GLIDE SLOPES, SECURITY CRAP GOING ON AT THE AIRPORTS.
LEVEL OF EXPERIENCE IS WEAKER IN THE SYSTEM NOW-INFO NOT BEING SHARED W-YOUNGER PILOTS
ENROUTE TRAFFIC CONGESTION
THEY OUGHT TO CONCENTRATE A BIT MORE ON DUTY RESTRICTINS, PARTICULARLY BACK-SIDE OF THE CLOCK OPERATIONS AND REDUCE DUTY TIME. THE FAA ALSO SHOLD REQUIRE TCAS ON EVERY COMMERCIAL AIRCRAFT, DOMESTIC AND INTERNATIONAL.
DUE TO RELIANCE ON AUTOMATED SYSTEMS, I QUESTION WHETHER PILOTS KEEP SKILLS CURRENT ENOUGH TO FLY WITHOUT AUTOMATED SYSTEMS. WHEN SOMETHING GOES WRONG, IT IS OFTEN AT THE WORST POSSIBLE
COMMUNICATION LANGUAGE DIFFICULTIES BETWEEN PILOTS AND ATC
FATIGUE IS A MAJOR PROBLEM THAT NO SEEMS TO BE ADDRESSING.
CREW FATIGUE AND BACKSIDE OF THE CLOCK FLYING
THE PILOTS SHOULD HAVE SOME WEAPONS THEY COULD USE IN THEIR COCKPITS TO DEFEND THEMSELVES FROM INTRUDERS;WE NEED TO HAVE SOMETHING TO DEFEND THE COCKPIT
THE ONLY THING THAT DRAWS MY ANGER IS THAT THE SECURITY WE HAVE AT OUT AIRPORTS IS A JOKE;IT'S A FARCE THAT WE HAVE REGARDING AIRPORT SECURITY
CREW FATIGUE IS THE BIGGEST AND IMPLIED COMPANY PRESSURES--POTENTIAL COERSION TO GET THE JOB DONE;MGT UNDERMINING THE CAPT'S POSITION
ATC PROCEDURES DURING PEAK HOURS NEED TO BE RE-EVALUATED. FOR EXAMPLE AIRPORT X IS TO CONGESTED EARLY IN THE MORNING AND LATE NIGHT HRS .
TOO MANY PLANES IN THE SKY, TOO MUCH RADIO CHATTER, TIME FOR TRAINS TO MAKE A COMEBACK
FATIGUE;
CREW REST
CREW REST ISSUES-AIRLINES PUSHING THEIR PILOTS TO THE LIMITS OF LEGALITY
PLANES THAT ARE CLEARED TO LAND WHILE ANOTHER PLANE IS TOLD TO LAND, TAIL LIGHT BEACON TURNED ON
PILOT FATIGUE--WORK RULES, ATC DEFIIENCIES-OVER WORKED +OLD STUFF.
GROUND CONGESTION AT MAJOR AIRPORTS [AIRPORT X] AND [AIRPORT X] TOO INCLUDE DEPARTURE + ARRIVALS. ATC PUSHING LIMIT ON UNSTABLE APPROACHES --KEEP YOU HIGH TO THE MARKER
THERE IS A DEGRADATION OF COMMUNICATION BETWEEN PLANE CREWS AND ATC DUE TO AIRCRAFT SATURATION; CREW FATIGUE-I AM NOW FLYING UP TO LEGAL LIMITS SINCE BEING DEMOTED TO A FIRST OFFICER IN ORDER TO MAKE MY MORTGAGE PAYMENTS & THIS IS HAPPENING A LOT !
SECURITY-DEFINITELY A SAFETY ISSUE
COOPERATION BETWEEN REGULATORY AGENCIES TO IDENTIFY ISSUES AND HAVE THEM IMPLEMENTED...RE-NEWED ON WORK CYCLES AND PILOT FATIGUE
STANDAIZATION OF DEPARTURE CLEARANCES
NITE DUTY, CREW DUTY DAYS
ALTITUDE CLEARANCES THAT WE AS CREW MEMEBER READ BACK THAT ARE IMPROPER THAT ARE NOT CORRECTED BY THE CONTROLLER;THEY'RE TALKING TO SO MANY AIRCRAFT THAT THEY CAN'T REMEMBER WHAT
CONTROLLERS AND TOWER OPERATORS AT NIGHT CONTROL MORE THAN THEY CAN HANDLE

D3A
NOW THAT THEY HAVE CHANGED TRAFFIC FLOW, I WAS GOING FROM [LOCATION X] TO THE [LOCATION X], AND I WAS NOT ABLE TO GET MY PLANNED CRUSING ALTITUDE. ATC HAD NOTIFIED MY COMPANY AFTER SEVERAL FLIGHTS HAD TAKEN OFF.
NEED TO DESCRIBE THE LOCATION OF CONGESTION
WARNING BELLS IN COCKPIT ARE TOO LOUD SO THAT IT IS DIFFICULT TO HEAR THE TOWER, FREQUENCY CONGESTION IN HIGH VOLUME AREAS, SIMILAR CALL SIGNS BEING USED AT THE SAME TIME
TAXI INSTRUCTIONS BEING GIVEN OUT WITHOUT WAITING FOR PILOT CONFIRMATION BY ATC,
THE CURRENT WAY OF SCREENING PILOTS FOR ENTRY ON THE PLANE IS TEDIOUS. THERE SHOULD BE A BIOMETRIC SYSTEM OF SECURITY FOR PILOTS
A.T.C THEY CAN CONTACT US SO MANY TIME THAT IT REDUCES SITUATIONAL AWARENESS SURVEILLANCE - SOMETIME THEY CONTACT US SO MUCH IT'S A WORK LOAD DISTRACTION
LANGUAGE PROBLEM GOING FROM ONE COUNTRY TO ANOTHER
UPON LANDING ROLL OUT, THE RECEIPT OF COMPLICATED TAXI CLEARANCES WHILE STILL IN THE HIGH SPEED ROLL-OUT PHASE. THEIR SHOULD BE BETTER COORIDINATION BETWEEN TOWER AND GROUND CONTROL.
MAINTENANCE PROBLEMS WHILE TAXING
TALK ABOUT MINIMUM EQUIPMENT LIST(MEL)
THE CASES OF NO GLIDE SLOPE INFORMATION NEITHER INSTRUMENT NOR VISUAL
FATIGUE OF PILOTS
LANGUAGE DIFICULTY ESPECIALLY IN SOME FOREIGN COUNTRIES
ATC TASK SATURATION
AT MAJOR AIRPORTS THERE IS A INCREASING CONGESTION PROBLEMS, A POTENTIAL FOR MISCOMMUNICATION BETWEEN ATC AND PILOTS
POOR OVERALL PLAN FOR SECURITY. TOTAL PLAN OF TSA
SECURITY ISSUES.
INADEQAUTE CREW REST AND TIME CHANGES ADVERSELY AFFECTING SLEEP PATTERN
ATC ARE NOT LISTENING COMPLETELY TO THE FULL READBACK, INVOLING FREQUENCY CHANGES, DUTY TIME, DOMESTIC DELAYS,
ATC FREQUENCIES ARE EXTREMELY CONGESTED. DATA LINK SHOULD BE USED FOR STANDARD COMMINICATIONS ONLY; FATIGUE SHOULD BE ADDRESSED, ESPECIALLY RED EYE FLIGHTS.
DISTANCE BETWEEN AIRPLANES ON FINAL APPROACH
INFLIGHT FIRES, WE NEED 100% DETECTION-SUPPRESSION FOR SMOKE-FIRE WITHIN THE PRESSURE VESSEL OF THE AIRCRAFT
COMPLETE SYSTEM IS SATURATED,MANPOWER PROBLEMS NOT ENOUGH CONTROLLERS
INFORMATION OVERLOAD SAFETY FACTOR
GROUND CONTROL
STILL DELICATE BALANCE BETWEEN ATC'S MISSION & THE AIRLINES MISSION
STRICT ALTITUDE RESTRICTIONS ON AIRPORT X TERMINAL ARRIVAL ROUTES INCLUDED IN THE DATA BASE RATHER ENTER THEM MANUALLY.
PILOT FATIGUE AND PILOT SCHEDULE AND THE AMOUNT OF HOURS YOU WORK
WEATHER CENTER ADVISORY INFORMATION FROM A T C
QUESTIONS ABOUT ALL FMC ARRIVAL, INFORMATION IS GETTING TOO LATE TO CREW,
NEW TECHNOLOGY, SOME RESERVATIONS ABOUT WHO IS DOING THE INPUTTING OF DATA, HE'S SEEN MISTAKES, SHOULD HAVE WAY OF TRACKING THE INFORMATION, REGULATIONS ON REST ARE BEING BYPASSED LEGALLY, PILOTS STILL TIRED
ARE CREWS COMFORTABLE WITH A.T.C RESPONSIBILITIES REGARDING READBACKS

D3A
#1 CONTROLLERS WORKING MULTIPLE FREQUENCIES, #2 AIR CARRIER X PILOTS ARE STAPLED TO THE BOTTOM OF THE SENIORITY LST AND THIS CAUSES PSYCHOLOGICAL PROBLEMS WHICH IS A SAFETY ISSUE
TRAINING ATC +PILOTS
COMMUNICATION OF FOREIGN CARRIERS TAKE UP THE TIME OF THE CONTROLLERS. TAKES 3 TIMES LONGER TO CONFIRM. STUFF HAS TO BE READ BACK. NEED DATA LINK FOR GROUND CONTROL. SIGNAGE IS POOR + DENSITY OF TRAFFIC IS ISSUE
ADVANCED TRAFFIC COLLISION AVOIDANCE SYSTEM. THERE ARE NEW ONES THAT COULD ADDED. ASK MORE ABOUT T-CAS.
TRARFFIC LOADS AT LARGER AIRPORTS FOR ATC, ESPECIALLY IN LATER EVENING WHEN SWITCHES ARE TAKING PLACE, IT SEEMS THEY SWITCH TO FEWER PEOPLE AND THE LOAD SEEMS TOO MUCH FOR THAT SMALL NUMBER
PRESSURE OF COMPANY TO GET AIRCRAFT OUT ON TIME.
R SAID AIRPORTS THAT OPERATRE CONTROL TOWERS THAT ARE SHUT DOWN , AND THEY NEED MORE CONRTOLLERS AND UPDATED EQUIPTMENT
FREQUENCY CONGESTION, EACH CONTROLLER SHOULD HANDLE LESS FREQUENCIES AT THE SAME TIME
COCKPIT DOOR PROCEDURES WHILE INFLIGHT
SHOULD ASK ABOUT FEDAIR MARSHALLS
DUTY AND REST TIME FOR CREW MEMBERS
R SAID EVERYONE IS OVER WORKED (FATIQUE)
CREW REST, BACKSIDE OF THE CLOCK FLYING, EXTEND BEYOND 60 DAYS, QUESTIONS OVER CAREER PERIOD, HAVE YOU EVER EXPERIENCED
ATC QUESTIONS ABOUT APPROACHES,
CONTROLLER LOAD & TRAFFIC CONGESTION
ASK THINGS ABOUT AIR TRAFFIC FLOW CONTROL AND HOW MUCH TIME IS SPENT IN HOLDING PATTERNS FOR VARIOUS REASONS
NEED MORE OF IRF SPEAK TO THE INTERNATIONAL FLYING . SOUTH AMERICA IS TERRIBLE WITH AIR CONTROLLERS. PHRASEOLOGY IS THE BIGGEST THING
THE LACK OF NAVAID AND DME AT AIRPORTS THAT ARE LIMITED TO HIGH PERFORMANCE JETS--YOU REALLY NEED TO HAVE A NAVAID AT AN AIRPORT , NOT AT A FACILITY THAT'S NOT ON THE FIELD
OVERALL CONGESTION IN THE APPROACH ENVIROMENT IS BECOMING MORE OF A PROBLEM AND MORE HAZARDOUS,BECAUSE OF INCREASED CONGESTION OR TRAFFIC
AIR TRAFFIC CONTROL SYSTEM NEEDS TO BE UPGRADED AND MORE RUNWAYS ARE DEFINITELY NEEDED.
REACTIONS TO RVSM FROM OTHER PILOTS.
ATC CHANGING OF RUNWAYS ON FINAL APPROACH, ESP. AT NIGHT TIME
EXPOSURE TO MISSILES AND EXPLOSIVES, MORE TERRORISM QUESTIONS
PILOT FATIGUE, WE FLY 12 TO 14HR DAYS ON THE 3RD DAY THERE IS A LONG BREAK OF 3 TO 4 BETWEEN OUR FIRS AND SECOND LEG, THIS MAKES FOR A LONG DAY
WEAPONS PROGRAMS, AIR MARSHALLS
ARMING OF PILOTS (FFDA)
T-CAS SYSTEM WOULD GREATLY ENHANCE SAFETY AND SEPERATION OF AIRCRAFT
EXPAND UPON WEATHER INFORMATION QUESTIONS
JUMPSEATERS ARE BEING ALLOWED EVEN THOUGH THEY ARE NOT FAR CERTIFIED , THIS ALLOWS THEM FULL ACCESS TO THE COCKPIT
WEATHER QUESTIONS SHOULD CONCENTRATE NOT ON CONTROLLERS, RUNWAY INCURSIONS, COMMUNICATION ISSUES BETWEEN PILOTS AND ATC,REST TIME, DUTY TIME
INADEQUATE CHANNELS OF COMMUNICATIONS WITH ATC
LAND @HOLD SHORT OPERATIONS

D3A
NIGHT GROUND OPERATIONS COULD BE CLEARER WITH RESPECT TO PROCEDURES
QUESTIONS NEED TO BE NARROWED DOWN
FREQUENCY CONGESTION ESPECIALLY IN BUSIER AIRPORTS-NOT GETTING A WORD IN OR BLOCK SOMEBODY. PRIMARILY ON THE GROUND (I.E. AIRPORT X)
FREQUENCY CONGESTION WITH NO RESPONSE
THE SECURITY IS A JOKE AN NEEDS TO BE ADDRESS
RUNWAY CHANGES PATICULAR AT [AIRPORT X]
LAND&HOLD SHORT OPERATIONS,ALSO GROUND TAXI CLEARANCES WITHOUT READBACKS
THE [ARRIVAL CODE] INTO [AIRPORT X] ATC OFTEN REQUESTS THAT WE FLY 310 KNOTS ON PORTIONS OF THAT ARRIVAL. AND WHEN FLYING [AIRCRAFT TYPE X] IT IS IMPOSSIBLE TO MAKE ALTITUDE RESTRICTIONS, BECAUSE WE ARE UNABLE TO OUR [COMPONENT X] AT SPEEDS IN EXCESS OF X KTS
MICROMANAGING BY APPROACH CONTROLLERS-TOO MANY SMALL SPEED CHANGES, NOT CLEARED TO INTERCEPT IN SHARED SPACE
CONGESTION OF AIRSPACE AROUND MAJOR AIRPORTS CAUSED BY THE INCREASED USE OF SMALL REGIONAL
WHENEVER FLY FROM A TO B EVERYONE WITHIN 50 FT OF AIRSPACE REGARDLESS OF ALTITUDE. POTENTRIAL FOR MID AIR COLLISION BECAUSE OF ACCURACY OF THE NATIVATION SYSTEM. THERE SHOULD BE GUIDANCE TO ENCOURAGE OFFSET FROM TRACKS. CONGETSION PROBLEM ARE ALWAYS HAVI
OF DOUBLE FREQUENCY THAT ARE BEING USED BY CONTROLLERS IN THE LOCATION X AREA
PILOT FATIGUE IS A VERY BIG ISSUE THAT ISN'T ADDRESSED PROPERLY, WHEN MECHANICAL PROBLEMS START HAPPENING
THE AIR TRAFFIC CONTROLLER OPERATING TWO OR THREE FREQUENCIES, IT MAKES IT CONFUSING ITS TOUGH ON EVERYONE.INTERACTIONS BETWEEN CONTROLLERS AND PILOTS ARE STRAINED DUE TO STRESS AND TIME CONSTRAINTS
CREW REST
PILOT FATIGUE ON INTERNATIONAL FLIGHTS WITH ADEQUATE CREW REST FACILITIES
MOVEMENT OF GROUND CONTROL IN HIGH CONGESTED AIRPORTS
THE DETERIORIATION OF THE COMMERICAL AIRLINE INDUSTRY HAS CAUSED EXCESSIVE ANXIETY AMONG COCK PIT CREWMEMBERS. WITH NO CURE IN THE FORSEEABLE FUTUREFOR THE ECONOMIC STABILTY OF INDUSTRY.
HOW MANY TIMES HAVE I CARRIED HAZARDOUS MATERIAL THAT I DIDN'T KNOW ABOUT IT
FREQUENCY CONJESTON AT MAJOR AIRPORTS.
NEED TO DO SOMETHING ABOUT THE FREQUENCIES CONGESTION..EITHER MORE CONTROLLERS OR MORE FEQUENCIES.
CARGO IS NOT SUFFICIENTLY SCREENED
R SAID MORE SHOULD BE EXPANDED IN REGUARD TO PILIOTS BEING ARMED
WORKLOAD AND PREOCCUPATION IN THE COCKPIT IS HIGHER WITH CURRENT EVENTS
CONGESTION AT AIRPORT X AIRPORT
SECURITY ENVIRONMENT OF THE COCKPIT
A T C CAUSED DELAYS
OVER RE-ACTING CAME CAUSE THINGS TO BE UNSAFE,A T C SOMETIMES TO RESTRICTIVE
QUESTIONS ABOUT HAZARDOUS GOODS ESPECIALLY REGARDING CARGO PLANES--COULD ANY STEPS BE TAKEN TO PREVENT CARRYING CONTAMINANTS ON PLANES (I.E., MAIL) AND ALSO COCKPIT SECURITY
CONTROLLERS GIVING YOU CLEARANCES WHEN YOU DO HOT HAVE TIME TO RESPOND ESP WHEN YOU'VE JUST LANDED THE AIRCRAFT.
CONFUSION REGARDING NON-STANDARD CLEARANCE COMMUNICATION PROBLEMS; RUNWAY INCURSIONS ARE A PROBLEM
NEED MORE RUNWAYS . CONGESTION IN TERMINAL AREA GETTING TOO CROWDED IN MAJOR AIRPORTS.

D3A
CONTROLLERS ARE BEING PRESSURED BEYOND HIGH ALTITUDE SECTORS--HIGH SATURATION FACTORS ARE A BIG PROBLEM
(1) FORCED UNEMPLOYMENT OF AIR CARRIERS AT AGE 60 AT THE FRONT SEAT BECAUSE THE MORE EXPERIENCED PILOTS WOULD INCREASE SAFETY OF THE SYSTEM; (2) I RECOMMEND A FULL FLYING SCHEDULE FOR 2 MONTHS FOR RECENT GRADS OF TRAINING REGARDLESS OF SENIORITY
BIG PROBLEM WITH OPERATIONS AT AIRPORT X APPROACHES EAST. ILS PRM APPROACHES R FEELS THEY SHOULD BE ABOLISHED
PILOT AIRCRAFT INTERFACED IN NEW GENERATION AIRCRAFT.
T-CAST RESOLUTION ADVISORY
THE SIXTY DAY WINDOW, I HAD SOME OF THESE THINGS HAPPEN BUT NOT INTHE 60 DAYS. I FLY IN LOCATION X, WE DO NOT HAVE SOME OF THE CONDITIONS THAT YOU MAY AHVE ON LOCATION X.
AIRPORT MARKINGS FOR TAXING PURPOSES
RADIO CONGESTION IS INCREDIBLE IN THE NORTHEAST QUEST. SHOULD BE ASKED WITHOUT "TIME CRITICAL"
RUNWAY INCURSIONS;THERE ARE AIRPORTS THAT USE STANDARD TAXI ROUTING THAT SEND AN AIRCAFT THAT WILL CROSS AN ACTIVE RUNWAY IF YOU MISS A TURN;BLOCK TAXIWAYS SO THEY CAN'T BE CROSSED AT ALL;IF YOU MISS THE TURN YOU HAVE 50 YARDS TO REALIZE ERROR
CREW REST AND DUTY TIME
THE US IS FULL OF NAVIGATION AIDS THAT SOMETIMES WHEN THEY GIVE A FIXED POSITION YOU CANNOT FIND THE NAVAID. IF NOT FAMILIAR YOU REALLY DON'T KNOW THE ROUTE, AND IT TAKE A COUPLE OF MINUTES TO FIND THE EXACT ROUTES. LOSING ALOT OF GPS, MAKING THINGS CON
POOR ATC (2) LACK OF CONCERN FOR SAFETY REASON THAT FA ALLOWS COMMERICAL AIRLINES ON DUTY FOR EXCESS PERIOD OF TIME FOR EXAMPLE AFTER MIDNIGHT.
SOME AIRPORTS COULD USE A LOT MORE SAFETY PRECAUTIONS
FOD -FOREIGN OBJECT DAMAGE
AIRPORT GROUND LIGHTING AT AIRPORT X
DUTY LIMITS
AIR TRAFFIC CONGESTION- TOO MANY AIRCRAFT TYPE XS USING THE SAME AIRSPACE; PILOT FATIGUE-RED LINE-DUTY DAY-SCHEDULE-CUMULATIVE FATIGUE; REQUIRED-INADEQUATE MIX OF AIRCRAFT TECHNOLOGY-AIRCRAFT EQUIPMENT
DISTANCE BETWEEN AIRCRAFT LANDING AND TAKING OFF
R SAID SECURITY IS THE BIGGEST ISSUE
OVER CROWDED AIRSPACE.
A T C ARE OVERWORKED DEPENDING ON THE TIME OF DAY.
THE REDUCED SEPARATION FOR THE PARRALLEL APPROACH PROCEDURES. RVSM RUNWAYS WIHT OUT ADEQUATE DISTANCE SEPARATION.M..
SOMETIMES VERY DIFFICULT TO SEE SMALLER AIRCRAFTS AT NIGHT WHEN CROSSING-APPROACHING SAME RUNWAY, ETC
CHANGES IN APPROACHES IN [AIRPORT X]
TCAS ALERTS WE SHOULD ASK IF WE RECEIVED ANY OR IF WE HAD TO TAKE ANY EVASIVE ACTION OR IF WE HAD TO STOP OUR RATE OF CLIMB. ALSO HOW MANY TIMES HAVE YOU RESPONDED OR REPEATED YOUR RESPONSE TO AN ATC CLEARENCE THAT WAS DIFFERENT FROM OUR RESPONSE: RIGHT
PILOT FATIGUE, HUGE FACTOR IN SAFETY
PILOT FATIGUE
TRAFFIC CLEARANCES DURING TAKE OFF
LANGUAGE BARRIER- NON STANDARD FRAISOLOGY
AIR TRAFFIC CONTROL WORK LOAD.

D3A
CREW FATIGUE
INFLIGHT SECURITY AND FREQUENCY CONGESTION
PROBLEMS WITH TRAFFIC SEPARATION; WAKE TURBULANCE; VISUALS IN BAD WEATHER; MORE DISTANCE NEEDED BETWEEN PLANES;
ATC NOT COGNIZANT OF WEATHER GROUND CONTROLLERS TALK TOO MUCH
A T C COMMUNICATION PROBLEMS DUE TO WEATHER RELATED PROBLEMS
NOTAM SYSTEM - HAPHAZARD, INDECIPHERABLE ABBREVIATIONS
RUNWAY INCURSIONS--MORE DANGEROUS ON GROUND THAN IN THE AIR
CONGESTED RELATED TYPE INFORMATION INSERTING SO MANY SMALLER JETS ALOT OF CONGESTION IN BIGGER AIRPORT.
PILOT FATIGUE-DUTY TIME AND MINIMUM REST
ONE CONTROLLER WORKING MULTIPLE FREQUENCY RADIOS
PILOTS ARE EXTREMELY UPSET WITH THE SCREENING PROCEDURES OF AIR CREW MEMBERS
FLYING TOO MANY HOURS-FATIGUE IS A BIG PROBLEM. HAVING A FLIGHT ATTENDANT GUARD THE BATHROOM, ALL THE HASSLES OF GETTING THROUGH THE AIRPORT, INCUMBERANCE OF SECURITY.
ATC PROBLEMS EN ROUTE-GETTING ALTITUDES FOR WEATHER, E.G.
SURVEYS SHOULD QUESTION ONE YR - NOT 2 MNTHSY
TRAINING ISSUES, STAYING CURRENT
RE-ROUTING AROUND WEATHER- BETTER SOFTWARE TO MAKE DECISIONS OF BETTER ROUTING IF THERE IS A PROBLEM
TRAFFIC CONGESTION AT AIRPORTS
REDUCE VERTICAL SEPARATION MINIMUMS
R SAID COMMUNICATION IS HARD WHEN PLANE DOSN'T HAVE THE WEATHER CHANNEL AND HARD TO DOWNLINK THE WEATHER
ATC INDUCED TCAS'S, APPROACH CONTROL GETTING SLOPPY
THE INCOMPETENCE OF AIR TRAFFIC CONTROLLERS IN TRAINING.
LAND AND HOLD SHORT
ATC ISSUING TAXI INSTRUCTIONS WHILE PERFORMING LANDING ROLL-OUT,THIS IS CREATING A HIGH STRESSED ENVIROMENT INCREASING TAXI MISHAPS
MAYBE THEY COULD ASK INTERNATIONAL ?
FREQUENCY CONGESTION,UNPROFESSIONAL COMMUNICATIONS WITH A T C
ATC CONTOLLERS GENERALLY PROVIDE INADEQUATE TAXING INSTRUCTIONS, CONFLICTING WITH OTHER AIRCRAFT; AS WELL AS, ALTITUDES ASSIGNMENTS THAT ARE DIFFICULT TO ACHIEVE
LANGUAGE COMMUNICATION PROBLEM,AND THE METERS VS. FEET ALTIMETERS.ALSO IN CHINA RADAR COVERAGE IS UNRELIABLE TO NON-EXISTENT
ENCOUNTERS- INTRUSIONS OF RAMP VEHICLES THAT CUT IN FRONT OF ME ESPECIALLY AT AIRPORT X. SEE MORE AND MORE CREW GET ON BOARD VERY AGGRAVATED. NOT A WAY TO GO TO WORK WHEN I AM ANGRY AND EMBARRASSED BY SECURITY. CREW REST AND DUTY DAYS
AN INCREASE IN THE LAST SEVRAL YEARS IN THE NUMBER OF FREQUENCIES USED AT ATC;THEY YELL AT YOU WHEN YOU COME BACK TO THEM, AND WHEN IT COMES TO WEATHER IT BECOMES EVEN MORE CRITICAL
FLYING FATIGUE, SOMETIMES AVERAGE OVER 12-HOUR DUTY DAYS, CAN HURT ALERTNESS
IS YOUR COMPANY AS INTERESTED IN SAFETY AS YOU ARE?
AIRPORT SECURITY CHECKS IN GENERAL;
PILOT FATIGUE. CAPTAIN'S AUTHORITY-ECOMOMIC S IN THE INDUSTRY TO DEPART ON TIME-HAVE TO ACCEPT THINGS THAT MAY NOT BE RIGHT.
TOO MANY AIRPLANES IN THE SKY AT AIRPROTS AT ONE TIME

D3A
FREQUENCY CONGESTION
IN [AIRPORT X], THERE ARE MANY CLOSE ENCOUNTERS WHILE LANDING WHEN TWO PLANES ARE CONCURRENTLY LANDING AND TAKING OFF AT THE SAME TIME.
DUTY DAYS ARE DANGEROUSLY TOO LONG
SECURITY SREENING OF PASSENGERS AND BAGGAGE
PILOT FATIGUE
INCREASING # OF TAKEOFFS + LANDING--SPACING IS TOO TIGHT AT AIRPORT X.. ILS-PRM NOT WORH TAX DOLLARS JUST TO ADD 3 TO 5 ARRIVALS PER HOUR
INCREASE IN REQ'S FROM TOWER WHEN LANDING WHICH EXIT TO TAKE, TO INCREASE LANDING CAPACITY OF RUNWAYS
ATC AT AIRPORT X DOES NOT HANDLE AIRCRAFT PROPERLY
AIRPORT MARKINGS NEED TO BE IMPROVED; FREQ CONGESTION IS A PROBLEM; ECONOMIC PRESSURES ON AIRLINES ARE RESULTING IN CUTBACKS ON SAFETY EQUIPMENT; CREW MEMBERS' CONCERNS W JOB SECURITY CAUSE SAFETY PROBLEMS WHEN THEY TALK DURING FLIGHTS& MISS ATC TRANSMISS
PROBLEMS WITH [AIR CARRIER X] RUN WAYS.
DIFFICULTY UNDERSTANDING SOME SPOKEN ENGLISH ACCENT, ETC- AIRSPACE AND COMMUNICATION CONGESTION DUE ABUNDANCE OF SMALL AIRCRAFTS
COCKPIT SECURITY
CREWMEMBER FATIGUE
RADIO CONGESTION
TALK MORE ON COMMUNICATION AND FREQUENCY CONGESTION
LATE APPROCH & RUN WAY ASSIGNMENT FOR LANDING.
SECURITY
ALLOW PILOTS TO CARRY ARMS IF THEY WANT TO
LOT MORE WEATHER RESTRICTIONS SEEM TO BE IN PLACE
MORE COORDINATION NEEDED IN TRANSFERRING SECTORS ESP. [AIRPORT X]
TRAFFIC CONGESTION,LANDING AND LANDING CLEARANCES ARE BEING TYPICAL OF THAT
CALCULATION OF BAGGAGE WEIGHT ON SMALLER PLANES-E.G, AVG WEIGHT FOR CHECHED BAGGAGE -70# ASSIGNED TO DUFFEL BAGS ON PAPER & WE TRUST LOADERS TO ASSESS THIS FOR ACCURACY - THIS ISN'T BEING DONE-THESE BAGS CAN WEIGHT 100 LBS +
ATC GIVES AMBIGUOUS INSTRUCTIONS IN AIRPORT X
GETTING AN ATC COMMAND TO HALT DESCENT IMMEDIATELY, THEN QUESTION WHY WE WERE DESCENDING AND THEN GIVEN NO EXPLANATION WHEN WE ASKED
SUBJECTS SUCH AS CREW DUTY DAY, FATIGUE FACTORS
PASSENGER PROFILING WE HAVE TO DO BUT SHOULD BE MORE REASONABLE.
TALK ABOUT CROSSING RESTICTIONAT CERTAIN SPEED AND ALTITUDE-SLAM DUNKING TOO MUCH ATC NOT LETTING US START EARLY
TRAFFIC FLOW INTO CERTAIN AIRPORTS, SUCH AS AIRPORT X AND AIRPORT X.
TAXIWAY MARKINGS
CREW DUTY TIMES- HOURS OF OPERATION
SECURITY ISSUES-CREW MEMBERS ARE NOT SUBJECTED TO STANDARDIZED SEARCHES IN DIFFERENT AIRPORTS
COMMUNICATION FREQUENCIES ARE OVER SATURATED IN THE US, THIS IS OUR BIGGEST CONCERN THAT WE WILL MISS CLEARANCES, THE ATC'S DO A GREAT JOB BUT THIS REMAINS A BIG CONCERN
CONGESTION PROBLEMS ON ARRIVAL AND DEPARTURE, PRIOR TO [EVENT X]
GROUND CONTROL QUESTIONS
FREQUENCY CONGESTION AND GROUND CONTROL INADEQUATE AT MAJOR AIRPORTS

D3A
SPEED CONTROL IN TERMINAL AREAS AT AIRPORT X AIRPORT X & AIRPORT X
AIRSPACE CONGESTION
TRAFFIC VOLUME AT ANY OF THE BIG METROPOLITAN AIRPORTS
R SAID THEY ARE FORCED TO TAKE OFF OR LAND WITH THE TAILWIND
QUESTIONS ABOUT ACCESS TO THE COCKPIT BY COMPANY ASSIGNED JUMPSEATERS, SHOULD HAVE CURRENT LISTING OF REGISTRERED PILOTS
ABILITY TO GET WEATHER DEVIATIONS FROM ATC
CONTROLLERS ARE OVER WORKED
CREW REST-FATIGUE
I'VE BEEN MAINLY ON RESERVE, BUT AT MY ANNUAL TRAINING I BECAME CONCERNED ABOUT P.R.M. IF AFTER FLYING THE ATLANTIC & GOING INTO [AIRPORT X], GOING IN PARALLEL INSTEAD OF STAGGERED COULD BE DANGEROUS
AIRPORT SECURITY HASSLING THE CREWS.
AIR TRAFFIC SYSTEM QUESTIONS, NIGHTTIME ELIMINATION, POOR LIGHTING CAN'T FOLLOW THE YELLOW LINES, DON'T NEED THE ATC SYSTEM
60 DAYS ARE LIMITING THE PILOT
PILOT FATIGUE.
[AIRPORT X]- NO ILS, SHORT RUNWAYS, OVERTAXED CONTROLLERS
CONTROLLERS ON MORE THAN 1 FREQUENCY IS VERY CONFUSING.
FATIGUE, HOW MANY HOURS YOU CAN BE ON DUTY
REMOVE TIME CRITICAL PHASE WHEN ASKING FREQUENCY CONGESTION QUESTION
FIREFIGHTER EQUIPMENT AT EVERY AIRPORT AND 5000 FEET OF RUNWAY LENGTH
TOWER OPERATORS HAVEING MUTIPLE FUNCTIONS IT IS VERY DANGEROUS AND HAPPENING MORE AND MORE AT NIGHT HE IS USING SEVERAL FREQUENCIES AND IT IS AN ACCIDENT WAITING TO HAPPEN. THERE ARE A LOT OF ERRONEOUS ATLTIUDES BEING GIVEN OUT WHEN FLYING INTO AIRPORT X.
AIRCRAFT CONGESTION
PILOT FATIGUE
THE AIRPORT SCREENERS NEED TO BE STANDARDIZED;ACCESS FOR GROUND SERVICE PEOPLE NEEDS TO BE MORE RESTRICTEDD
CARGO SECURITY- AIR FREIGHT SECURITY
TOO MUCH AIR TRAFFIC
SECURITY FROM POSSIBLE TERRORISM
R SAID THAT THE MORAL OF THE CREWMEMBERS IS TAKING ITS TOLL, CONSITORING THE LAYOFF, (BANKRUPTCY)
CREWMEMBER FATIGUE
THEY HAVE A LONG WAY TO GO TO CATCH UP WITH AIRPLANE TECHNOLOGY.
MORE QUESTIONS ABOUT CONTROLLERS
REGIONAL JETS CLOG UP THE SYSTEM SHOULD BE AT SECONDARY AIRPORTS. THEIR EXPERIENCE IS LESS. IF RVSM WILL BE A CONCERN
ASK ?,WAS THERE ATIME WHEN A T C VECTORED YOU FOR AN INSTRUMENT APPROACH IN ANTICIPATION OF ACCEPTING VISUAL APPROACH WHICH RESULTED IN A GO AROUND
NEED FOR MORE RUNWAYS TO PREVENT HOLDING ON ARRIVAL
WOULD LIKE TO MAKE ADDITIONAL COMMENT ABOUT RUNWAY CHANGES-MUSH MORE DIFFICULT TO DO IN TODAY'S ENVIRONMENT-DOESN'T THINK THAT ATC IS AS AWARE OF THIS AS SHOULD BE
FATIGUE QUESTION, DUTY TIME ISSUE, DEMANDING FLIGHTS CREATING FATIGUE
SECURITY

D3A
SIGNIFICANT DIFFERENCES IN VARIATIONS OF AIRCRAFT TYPE X MODELS; THEREFORE UNSAFE FOR PILOTS WITHOUT SPECIFIC KNOWLEDGE OF EACH TO BE ASSIGN TO FLY SAME THUS POSING POTENTIAL SAFETY
ATC ISSUES A CLEARANCE PILOT READS BACK CLEARANCE INCORRECTLY AND ATC ACKNOWLEGES INCORRECT READ BACK AS ORGINAL CLEARANCE GIVEN (2) PLANE FLLYING INTO WEATHER AND CONTROLLER RELUCTANLY ALLOWING PLANE TO DEVIATE.
REMARKS
FREQUENCY CONGESTION IN TERMINAL AREAS, ESPECIALLY RELATING TO ALTITUDES
EXPAND ATC COMMUNICATIONS-SOME CONTROLLERS SEEM TO HAVE TOO MANY CRAFT TO CONTROL, SOME TOO FEW
OVER DEFENDENCE UPON AUTOMATION OF FLIGHT MANAGEMENT SYSTEMS & LACK OF CLEAR COMMAND IN THE COCKPIT
NEED A NEW ATC SYSTEM, CONTROLLERS ARE OVER WORKED BECAUSE THEY DON'T HAVE THE EQUIPMENT TO DO THEIR JOB
THERE IS SOME CONFUSION FOR NON G P S CERTIFIED AIRCRAFT REGARDING RECEIVING DIRECT CLEARANCES TO A DISTANT WAY POINT.I BELIEVE THE A I M SHOULD CLEARIFY THIS ISSUE
R SAID THERE IS NO D CAS IN [AIRPORT X], VERY DANGEROUS
CONTROLLER SATURATION IN THE TERMINAL AREA
PASSENGER MISCONDUCT BEFORE LEAVING THE GROUND.THIS IS IN REGARD TO TAKING PASSENGER OFF THE
VC
FLIGHT TIME, DUTY TIME SCHEDULING
CONGESTION IN THE AIRPORT AREAS
RADIO MORE CONGESTED, CAN'T GET THROUGH IN A TIMELY FASHION
FREQUENCY CONGESTION BY TOWER CONTROLLERS TELLING CREW TO SWITCH TO DEPARTURE
I'D LIKE TO ADD QUESTIONS ABOUT COMPANY-RELATED INTERNAL PROBLEM.
WAKE TURB. IN RVFM AIRSPACE-REDUCTION OF VERTICAL AIRSPACE OVER THE PACIFIC
REGINAL JETS IN THE AIR TRAFFIC SYSTEM
TURBULANCE AT MODERATE LEVELS IS STILL A PROBLEM, PARRALLEL APPROACHES DURING ILS LANDS
ATC INEXPERIENCE OR LAZY HAD SAFETY COMPROMISED BY LACK OF ATTENTION -- ESP TOWER AND APPROACH CONTROLLERS. FAA USED TO DO EXTENSIVE CHECKS OF RUNWAYS-STUFF ON GROUND-MAY NOT BE MAINTAINED--HAVE BEAM ANOMALIES FOR EX AIRPORT X. HELPFUL TO HAVE F
CREW FATIGUE RELATED TO SAFETY ON THE BACK SIDE OF THE CLOCK AND GOING BACK TO REGULAR TIME
I DEPLORE THE CLOSING OF FLIGHT SERVICE STATIONS. FSC ARE IMPORTANT TO ALL OF CIVIL AVAITION AIRPORT SIGNAGE HAS IMPROVED GREATLY OVER RECENT YEARS BUT STILL HAS SOME PROBLEMS
CONGESTION IN SOME OF THE BUSIEST AIRPORTS IN THE N.E AREA AND LOCATION X
HOW MUCH OF A HINDRANCE GENERAL AVIATION IS TO COMMERCIAL.
FATIGUE FLYING
COORDINATION BETWEEN DEPARTURES AND ARRIVALS WITH ATC
AIRPORTS INVOLVING LAND AND HOLD SHORT OPERATIONS
TAXI INSTRUCTION AND RUNWAY INCURSION,ALSO LAST MINUTE CHANGES MADE ON ARRIVAL ROUTING INTO AIRPORT X
INTERNATIONAL COMMUNICATION QUALITY AND STANDARIZATION
CREW REST
THE TERRIORIST THREAT, ARE A GRAVE CONCERN
ALTITUDE SEPERATION & CREW FATIGUE & FAILURE OF SR MGMT TO ADDRESS IT
AVOID SCHEDULE CONGESTION
CIRCADIAN RHYTHMS, NON-TOWER OPERATIONS

D3A
THE INEFFECTIVENESS OF FAA-CONFLICT OF INTEREST-PROMOTING COMMERCE & OVERSEEING SAFETY
CREW EXHAUSTION
ROUTING CHANGES MADE SUDDENLY
PROBLEMS WITH GROUND TAXIING,AND INCURSIONS ON RUNWAYS
IN TRAIL SPACING IN ALTITUDE BEGINS TO IMPACT ARRIVALS BECAUSE OF FUEL
I HAD A RADAR FAILURE THAT DIDN'T HELP ME AROUND THUNDERSTORMS. THERE WAS NO QUESTION ABOUT RADAR FAILURES IN THIS SURVEY.
THE COMMUNICATION SYSTEM
ADEQUATE CREW REST
DISTRACTIONS OF GLIDE ITSELF-FINANCIAL HEALTH OF AIRLINES NEED TO CONSERVE FUEL. BE ON TIME. ALSO COCKPIT DOOR ISSUE. BALANCE BETWEEN WHEN AIRLINES HAD MONEY AND MAINTENANCE WAS BETTER. STOCK OF SPARE PARTS NOT CARRIED BY AIRLINES.
2 TOWER CONTROLLERS ON PARALLEL RUNWAYS--POTENTIAL CONFLICT IN AIRPORT X
DELAY IN RECEIVING CLEARANCES FROM [LOCATION X] TO WEST COAST
R SAID TO ADDRESS MORE ABOUT CONGESTION
DUTY TIME LIMITATIONS & REST PERIODS
IT IS A TRAVESTY THAT ONLY PASSENGER PLANES WILL BE ARMED AND NOT CARGO PLANES. DOES ANYONE THINK THAT TERRORISTS ARE STUPID?
INEFFICIENCY OF ATC SYSTEM ABILITY TO MANAGE THE FLOW OF TRAFFIC
GETTING YOU TOO FAST AND TOO HIGH ON FINAL APPROACH, NEED ANOTHER 5 MILES BEFORE FINAL APPROACH TO START SLOWING DOWN
BLOCKED RADIO CALLS IS A MAJOR PROBLEM
THE AIRPORTS BEING SO BUSY, MOSTLY ABOUT GROUND HANDLING, AN IMPROVEMENT IN THE LAST 10YEARS HAS BEEN AUTOMATED CLEARANCE DELIVERY SHOULD BE INSTITUTED AT MORE AIRPORTS
INSTRUMENT APPROACH THERE IS A GATE(INVISIBLE) THERE IS NO CONSIDERATION GIVEN TO THE TYPE OF JET, THEY NEED ADJUST GATE FOR TIMING HAVING MADE SEVERAL GO AROUNDS FOR THIS REASON. ATC NEEDS TO REEVALUATE THE GATE METHOD.
TRAFFIC CONGESTION OR FREQUENCY CONGESTION, EVERY WEEKEND OR LATE AT NIGHT
FLIGHT IN LOCATION X; UNDERSTANDING THE CONVERSATION OF NON-NATIVE ENGLISH SPEAKERS CAN BE A PROBLEM
TRAFFIC DENSITY
GROUND CONTROL PROCEDURES PAINT THE YELLOW LINE THAT I TAXI ON
ATC GIVING CLEARANCE WHICH VIOLATES FAR
RADIO CONGESTION AND TRAFFIC
NIGHT FYLING TIME FOR PILOTS SHOULD BE LESS THAN DAYTIME FLYING HOURS
SLAM DUNK LANDINGS TOO FREQUENT & MAY CREATE SAFETY PROBLEMS FOR SOME PILOTS
CREWMEMBER FATIGUE
SURFACE TO AIR MISSILES ARE ENORMOUS THREAT
ATC COMPUTER SYSTEM NEEDS TO BE UPGRADED WORLDWIDE
QUESTIONS NEED TO BE MORE OPEN ENDED. THERE ARE ALOT OF PROBLEMS BUT SURVEY DOESN'T COVER THIS WITH YES AND NO QUESTIONS AIR TRAFFIC CONTROL DOESN'T HAVE TO READ BACK ALTITUDE ETC. THAT IS AN ACCIDENT WAITING TO HAPPEN. THEY DON'T HAVE TO CORRECT THE
CODED TAXI ROUTES ARE VERY DANGEROUS - REDUCE SITUATION AWARENESS OF INCREASE OF HIGH COCKPIT WORKLOAD DURING THIS PERIOD
REST REQUIREMENTS FOR PILOTS; FATIGUE; DUTY-TIME LIMITATIONS; COMPANIES PUSHING BEYOND FAR RERQUIREMENTS.

D3A
SHOULD LOOK AT THE OVERCROWDING OF THE SKYES
RUNWAY PROBLEMS
CREW REST-FATIGUE
BULLET PROOF COCK-PIT DOORS,
THE COMPUTER TECHNOLOGY COULD BE IMPROVED.
YOU MIGHT ASK ABOUT AVIATION SECURITY.
MAIN PROBLEM I HAVE IS HAVING TO CALL A T C MORE THAN ONCE TO GET A RESPONSE. WE NEED MORE AIR TRAFFIC CONTROLLERS.
AIRPORTS WITH PUBLISHED VISUAL APPROACHES DUE TO NOISE ABATEMENTS PURPOSED ONLY, PRIMARY RUNWAYS USED FOR LANDING
SLAM DUNK ESP VISUAL APPROACHES. GOING INTO AREAS WHERE MILITARY HAD UHF WE COULD NOT HEAR EACH OTHER. ATC ON MULTIPLE FRQUENCIES IS A BIG DANGER. DK IF WE ARE GETTING THROUGH. ATC NOT ACKNOLEGE OUR MSGE. ATC NOT HAVING TO CORRECT MY READ BACK .
LIGHTNING STRIKES ON PLANES ARE SOMETIMES A PROBLEM-CALMING PASSENGERS BECOMES AN ISSUE.
FREQUENCY CONGESTION- ONE CONTROLLER RESPONDING-LISTENING TO MULTIPLE FREQUENCIES
EXPERIENCE IN LOCATION X - IF THERE ARE KNOWN COMMUNICATION BLIND SPOTS, THEY SHOULD BE
CONGESTION AND DELAYS
MORE ATTENTION TO [AIRPORT X] W ATTENTION TO APPROACH AND LANDIND CLEARANCES ([AIRPORT X].)
GENERAL INABILITY OF VCURRENT FAA CONTROLERS TO HANDLE FULLY AUTOMATED AIRCRAFT AND INTERFACE THOSE WITH SEMI AAUTOMATED OLDER AIRCRAFT PARTICULARLY IN RELATION TO SPEED VARIATIONS
NO COVER ON RUNWAY-PUT IN CONFLICT WITH ANOTHER PLANE
RADIO CONGESTION LEADING TO MISSING A.T.C INSTRUCTIONS
TRAFFIC FLOW DURING PEAK HOURS
AT AIRPORT X IN LOCATION X, ATC INSTRUCTS PLANES (I FLY A AIRCRAFT TYPE X) TO LAND ON SHORT RUNWAYS WITH A TAILWIND. THAT IS TOO BIG OF A PLANE TO LAND ON SHORT RUNWAYS AND IT IS DANGEROUS.
TCAS COMPUTER NOT TIED INTO PERFORMANCE LIMITS OF AIRCRAFT
FATIGUE ISSUES, BACK SIDE OF THE CLOCK
CARGO AIRCRAFT IN US SHOULD BE EQUIPPED WITH TCAS IN ALL SITUATION.
LANGUAGE IN SO. AMERICA
ATC CONTROLLER WORKING MORE THAN FREGENCY
FATIGUE ISSUE
QUALITY OF RADIO COMMUNICATIONS; CLARITY OF FAA EQUIPMENT AND ATC ARE WORKING MULTIPLE FREQUENCIES OVER LAST 10 YEARS WE'VE GONE TO ONE CONTROLLER FOR MULTIPLE SECTORS.
AT A AIRPORT CALLED ON THE TIP OF LOCATION X WHEN YOU LAND SOUTH YOU HAVE TO BACK TAXI ON
DISCUSS AIRPORT SECURITY STANDARDS.
T_CAS IN BIG AIRPORTS IS A MAJOR ISSUE
GO INTO MORE ABOUT DE ICING AND WINDSHEAR...THESE ARE DANGEROUS
EAST WEST RUNWAY IN [AIRPORT X] WOULD HELP SMALLER AIRCRAFT--WOULD HELP WAKE TURBULENCE AVOIDANCE.
READ BACK RE ALTITUDE DEVIATIONS-THERE IS A TREND NOW BY ATC TO SAY PARTIAL CALL SIGNS & USE NON-STND TERMINOLOGY. THIS RESULTS IN MORE CLARIFICATIONS BEING REQSTD. AIRPORTS ARE TRAFFIC SATURATED, TOO MANY POOR FACILITIES,FLIGHT TECHNLGY IS NOT CURRENT.
SAFETY IS TAKING A BACK SEAT TO BUSINESS CONCERNS AT MY AIRLINE; RECENT SAFETY STUDY RESULTS HAVE NOT BEEN RELEASED BY THE COMPANY
PROPER PHRASEOLOGY ON CLEARANCE LIMITS
DUTY PROBLEM THAT ARE TOO LONG THERE IS A LOT OF FATIGUE WHEN FLYING

D3A
INTEGRITY OF COCKPIT AIRCREW AND TO PREVENT UNWANTED ACCESS TO THE COCKPIT
I FLY AT NIGHT WHEN AIRPORTS ARE NOT OPEN. SO, IN THESE NON-TOWER FIELDS, WE MAKE CALLS TO CLEAR OURSELVES AND WHEN WE ARE ALREADY CLEARED TO TAXI ACROSS THE RUNWAY, THEN ANOTHER PLANE CROSSES THE SAME RUNWAY WITHOUT TELLING ANYBODY.THIS IS EXTREMELY
FAAOVERSIGHT OF MAINTAINENESS
PILOT FATIGUE AND AUTOMATION PHYOSOPHY
LACK OF T-CAS WIHTIN THE US FOR CARGO PLANES-THEY'RE IN THE SAME AIRSPACE AS THE PASSENGER PLANES-THIS PLACE THE CREWS AND PUBLIC AT RISK FOR COLLISIONS
TO MUCH CONGESTION AROUND THE LARGER AIRPORTS
JUIST NOTE NORTH EAST CORRIDOR IS SATURATED AND ATC HAVE TOUGH JOB SEQUENSING IN TRAFFIC
GROUND CONTROL, PILOTS CAN'T HEAR WHAT'S GOING ON AROUND THEM ON THE FREQUENCIES
BULK HEADS AND COCKPIT DOORS NEED TO BE BULLET PROOF AND IMPENETRABLE.
1000 FT SEPARATION WITH THE USE OF HIGHLY SOPHISTICATED RADIOS , WAKE TURBULENCE ISSUES IN REGARDS TO THAT.
CREW FATIGUE, EFFECTS OF DAY-NIGHT SHIFT SCHEDULING
HE THINKS REQUIREMENTS FOR FLYING SHOULD BE ADDRESSED. LIKE GETTING ENOUGH SLEEP,THE EFFECTS OF DIFFERENT TIME ZONES ON ONES BODY,AND SCHEDULING
THERE IS SO MANY DISTRICTIONS FOR THE CREW MEMBERS
CREW REST-SLEEP PATTERNS
CREW MEMBERS USING STANDARD TERMANOLOGY
GROUND CLEARANCE FREQUENCY CONGESTION; ALSO AIRBORNE
THE CREW SCHEDULING OF PILOTS AND FATIGUE.
R SAID PROBLEMS WITH ATC,THERE ARE MANY ATCTHAT ARE THAT ARE INEXPREATED . MANY OF THE ATC HAVE RETIRED. NEED MORE TRAINING
SECURITY OF CARGO HOLD
ATC IS STRESSED; KEEP 3 MILES SEPARATION DURING LANDING. A MISSED APPROACH AND GO AROUND NEED TO BE TAKEN SERIOUSLY
[COMPANY X] DOES NOT UNDERSTAND THE AVIATION REGIONAL REPORTING SAFETY PROGRAM, ESPECIALLY [REDACT]
NEED MORE CONTROLLERS-I HEAR ATC TALKING TO SEVERAL PILOTS AT A TIME
DUTY LIMITATIONS
SLEEP MANAGEMENT THRU MULTIPLE TIME ZONES
SLAM DUNK --MOVING PLANES AS FAST AS WE CAN --I HAVE GONE AROUND SEVERAL TIMES IN LAST MONTH OR SO THE RUSH ISSUE. ALSO TOWER APPROACH WANT US TO CALL FIELD + MAINTAIN SEPARATION PUTS LOAD ON CREW. YOU ON YOUR OWN. NEED MORE-BETTER COMMUNICATION
LOOPHOLES IN AIRPORT SECURITY LEADING TO UNCERTAINTIES AND STRESS AMONG CREW MEMBERS WHICH ADVERSELY IMPACT SAFETY
GIVEN THE CLIMATE OF THE AIRLINE INDUSTRY, IT IS IMPORTANT TO KNOW WHAT IS EVERYONES' FOCUS CONCERNING THEIR JOBS; PILOTS, MECHANICS, ATC, EVERYONE RELATED TO THE SERVICE OF THE INDUSTRY
WEATHER DEVIATION QUESTION SHOULDBE IN DEPTH, COMMUNICATIONS WHILE TAXING IN THE TERMINAAL AREA WHILE ON THE GROUND
FAA IS PUTTING BAND-AIDS IN PLACE TO HANDLE OVERCROWDING SUCH AS PRM APPROACHES
WHEN WE ARE GIVEN A DESCENT, PILOT DISCRETION, SOME PEOPLE THINK THAT YOU HAVE TO CALL OUT AT THAT ALTITUDE, BUT ONCE YOU'VE BEEN GIVEN A PILOT DISCRETION (PD), YOU DON'T HAVE TO REPORT OUT, BUT OTHER PEOPLE SAY YOU DO. IT SHOULD BE CLEARED UP.
MODERNIZATION OF EQUIPMENT

D3A
CREW MEMBER SCREENING IS A BIG ISSUE RIGHT NOW
ATC IS MAKING EXTRANEOUS RADIO COMMUNICATIONS DURING FLIGHT THAT IS IRRELIVENT
TRAFFIC FLOW INTO [LOCATION X]
R SAID THERE IS A SATURATION WITH REGINAL JETS. 2 R SAID THERE WILL BE A ALTERNATE SEPARATION SHRINK FROM 2000 TO 1000 FT. NEED TO ADDRESS THIS
THERE IS NO CONSISTENCY IN SECURITY CHECKS AT DIFFERENT AIRPORTS-SOME ARE EXTREMELY THOROUGH AND SOME DO MARGINAL CHECKS.
TRAFFIC SATURATION
THE HIGH DENSITY AIRPORTS, SUCH AS, AIRPORT X, AIRPORT X, AIRPORT X, NEED MORE ATTENTION PAID TO THEM BECAUSE OF THE LACK OF COMMUNICATION FROM ATC.
AIRSPEED ON FINAL ON WEATHER, CHANGES TO CLEARANCE ON DEPARTURE, CREW DUTY TIM, ARE CREWS WELL RESTED
1. ATTEMPT BY CONGRESS TO RAISE RETIREMENT AGE. 2.QUALITY OF REST DURING LONG FLIGHTS
BLOCKED COMMUNICATION BETWEEN CONTROLLER AND PILOTS
INSECURITY OF PILOTS ABOUT THEIR JOBS + FUTURE AND DISTRACTIONS OF OTHER ISSUES
PASSENGER CARRY ONS
INFLIGHT SECURITY PROBLEMS.
POTENTIAL HIJACKING OR SECURITY ISSUES IN THE SYSTEM
UTILIZATION OF THE HF COMMUNICATION
ALTITUDE CLEARANCES TO POINTS DESINATED BY PLACE DISTANCE INSTEAD OF BY NAME FIX
SLEEP ISSUES --CIRCADIAN RHYTHMS
EXPEDITING CLIMBS TO AN ALTITUDE WITH TRAFFIC WITHIN 5 NAUTICAL MILES
FREQUENCY CONGESTION GETTING WORSE
TERMINAL AREA TRAFFIC AT AIRPORT X BEHIND HEAVY JETS. MUST LOOK AT THIS.TRAFIFF SEPARATION AND LANDING WITH TAILWINDS OUT OF LIMITS ALSO @ AIRPORT X. WILL LAND YOU GREATER THAN 10 KNOTS
FLIGHT DUTY TIME, SPECIFICALLY RELATED TO NIGHT FLYING, CREW COORDINATION AND FATIGUE
ON ALL RUNWAYS SHOULD BE MARKED RUNWAY INTERSECTIONS AND TAXI INTERSECTIONS BETTER ESP WITH LIGHTING..THIS WOULD SOLVE A LOT OF PROBLEMS
CREW REST
REDUCED VERTICAL SEPARATION MINIMUMS IN EUROPE; LANGUAGE BARRIERS IN INTERNATIONAL FLYING; HAZARDOUS MATERIAL ISSUES (WHEN NOT DECLARED)
PROBLEMS WITH TRAFIC CONGESTION OF FLIGHTS CREATING MORE FREQUENCY CONGESTION
INFLIGHT SECURITY
SLEEPING IN THE COCKPIT WHILE IN FLIGHT
TRAFFIC CONGESTION, CREW FATIGUE, ATC OVERLOAD
WHEN ARE THE CARGO PLANES GOING TO GET TCAS?
SECURITY-SCREENING, PERSONNEL SCREENING,
LAND AND HOLDSHORT PROGRAMS
FLYING TO UNCONTROLLED AIR SPACE - NO WAY OF KNOWING WHEN YOU ARE GOING THRU UNCONTROLLED SPACE, MOUNTAINOUS AREAS
FAA TRIES TO PUT MORE PLANES ON RUNWAYS + ATC AT SMALL AIRPORTS NOT TRAINED AS HIGH + LESS PROFESSIONAL. USE THEIR OWN OPIONS RATHER THAN WHAT WE SEE IN AIR
NONSTANDARD OPERATING PROCEDURES:WHEN IS THE LAST TIME THAT YOU FLEW WITH A CREWMEMBER WHO DID SOMETHING THAT RESULTED IN AN UNSAFE SITUATION?
CREW FATIGUE

D3A
AIRPORT SECURITY; CREW REST FOR PILOTS: NOT REQUIRING MILITARY PILOTS TO ACCOUNT FOR THEIR FLIGHT TIME: FOR EX. A PILOT MAY COME IN TO FLY AFTER DOING 20 HOURS FOR MILITARY
FAA REGS. NEED TO BE ENFORCED BY ALL AIRLINES UNIFORMLY
RUNWAY NUMBERING WHEN THERE'S MORE THAN TWO PARALLEL RUNWAYS
READ-BACK-HEAR-BACK ERRORS; PILOTS CATCH 50-75% OF ATC ERRORS; ATC ONLY CARCHES 10% OF PILOT READ-BACK ERRORS; MORE CRITICAL THAT ATC CATCH PILOT READ-BACK ERRORSERRORS
COCKPIT SAFETY AND SECURITY
WHEN THE TOWER IS GIVING AIR AND GROUND INSTRUCTION ON THE SAME FREQUENCY
ATC AND ROUTE CLEARENCE AMBIQUITIES, I.E., CLEARANCE CHANGES GIVEN BY CONTROLLERS THAT ARE IN CONFORMITY WITH CONTROLLERS' HANDBOOK
CLEARANCE CHANGES THAT CAUSE DISTRACTION DURING HIGH WORKLOAD PERIODS (FINAL APPROACH) CAN BE DISTRACTIVE AND COMPROMISE FOCUS ON TASK AT HAND
ATC BEING AWARE OF WEATHER AND ACCOMODATING FLIGHT
THE REDUCTION WITH THE CAPTAINS AUTHORED.
I BELIEVE THAT BASED UPON FLYING FOR LIVING FOR 30 YEARS, THE RELATIONSHIP BETWEEN AIRLINE MANAGEMENT & FAA IS IMPROPER. THE MTSB REPORT ON THE [EVENT X] PAINTS A VERY ACCURATE PICTURE IN ALL PARTS OF THE COUNTRY W-THE FAA. THIS IS THE ROUTINE.
CONGESTION IN CERTAIN AIRPORTS HIGH DENSITY
FOR INTERNATIONAL THERE NEEDS TO BE MORE RADAR CONTROL RATHER THAN IN LOCATION X AND LOCATION
ADDRESSING NEED FOR SECONDARY BARRIER FOR THE COCKPIT
RUNWAY INCURSIONS IS A BIG THING WITH HIS AIRLINE.
LAST MINUTE CHANGES OR RUNWAY CHANGES ARE STRESSFUL TO THE CREW IN THE TERMINAL AREA IF THAT CAN BE REDUCE IT WOULD BE GREAT, IE [AIRPORT X]
OVER AUTOMATION
MORE INFORMATION SHOULD BE DISSEMINATED BY THE FAA OR NASA WITH RESPECT TO ANY CONFLICT BETWEEN T-CAS AND ATC DIRECTIVES IN ORDER TO PREVENT ANY FUTURE TRAGEDIES.
FOREIGN ATC LANGUAGE PROBLEMS, PROBLEM SOLVING, PAY EQUITY, FOR GROUND SOURCES AND AIRCREW
INVESTIGATE FATIGUE-WHY SUCH A SMALL WINDOW OF 90DAYS
DUTY TIME FOR CREW MEMBERS
R SAID IN THE TERMINL ENVIRONMENT THERE IS HIGH TRAFFIC ESPEC. IN BAD WEATHER THERE ARE LOTS OF COMMUNICATION PROBLEMS WITH ATC
PILOT FATIGUE
SPECIFICS ABOUT AIRPORTS TOP 3 PICKS WHICH ARE HAZARDOUS
D C A WASH NOISE ABATEMENT DEPARTURE SPEEDS REQUIRED BY ATC CONFLICT WITH PUBLISHED PROCEDURE
FLIGHT MANAGEMENT AND COCK DISPLAYS AND STANDARDIZATION OF THESE; DIFFERENT TERMS USED TO DO THE SAME THING; SHOULD BE ONE STANDARD
CREW REST
FREQUENCY INTERFERENCE AT CRITICAL JUNCTURES
WHEN SWITCHING FROM GROUND TO TOWER COMMUNICATION, IT IS CONFUSING WHEN THE PLANE'S CREW IS NOT ADVISED WHEN IT OCCURS.
SOME AAIRPORTS NEED MORE EXPANSION
VERIFICATION FROM ATC CLEARANCES, APPROACH ENVIRONMENT, HIGH VOLUME OF TRAFFIC, ATC'S VERY BUSY
ONE ATC CONTROLLER OPERATING-MONITORING MULTIPLE FREQUENCIES MAKING IT DIFFICULT FOR FLIGHT CREWS TO ENSURE ADEQUATE AND TIMELY COMMUNICATION; ALSO, ATC NEED BETTER WEATHER INFORMATION TO UNDERSTAND AIRCREW'S REQUESTS FOR DEVIATIONS, ETC WHILE EN ROUTE.
FATIGUE, PILOTS ARE FLYING LONGER AND LONGER HOW MANY IS ENOUGH

D3A
UNIVERSAL FAA ISSUED CARD INSTEAD OF EACH AIRLINE ISSUED
CONGESTION, AND COMMUNICATION IN HIGH DENSITY AIRPORTS
NOT BEING ABLE TO GET A WORD IN EDGEWISE W- CONTROLLERS; ALSO, CTLRS NOT UNDERSTANDING PERFORMANCE LIMITS & OUR INABILITY TO RESPOND TO THEIR REQUESTS
RUNWAY MARKINGS AND SIGNAGE ARE POOR
ENGINE FAILURE WHILE TAXIING
LAND AND HOLDSHORT OPERATIONS COULD BE A SAFETY ISSUE, WORTHY OF CONSIDERATION IN THIUS STUDY. THE AIRLINES MAKE SUCH AN EFFORT TO LIMIT OR CONTROL OUR AUTHORITY THAT IT CREATES SAFETY ISSUES, EX-DISPATCH AUTHORITY OVER PILOTS THAT ARE IN THE AIRPLANE,
DISAGREES WITH THE NEW ARRIVAL TYPE: REQUIRES MANDATORY USE OF COMPONENT X. THIS WAS PREVIOUS CREWS LAST OPTION WHEN IN A BAD SITUATION.
HAND HELD MISSILES. TSA IS INADEQUATE--CARGO HOLD CHECKED
FLIGHT AND FATIGUE
FUEL LOGS AND FATIGUE.
WHAT IS BEING CARRIED AS CARGO.
SPEEDS- THE PROBLEM IN THE NATIONAL AVIATION NETWORK IS AIRCRAFT AT THE SAME ALTITUDE WITH SIMULAR SPEEDS AIRCRAFTS THAT CRUISE AT .80 MACH ARE HIGHER IS STUCK BEHIND SOME SKY SLUG THAT ON A GOOD DAY CAN BARLY CRUISE AT .74 MACH- CONSIDER SPEEDS AT ALTIT
TRANSITION TO RVSM IS A PROBLEM BECAUSE OF PLANES NOT EQUIPTED WITH TCAS
MULTIPLE ALTITUDE CHANGES IN QUICK SUCCESSION IS HAZARDOUS
TOO MANY AIRPLANES, THE SYSTEM IS OVER TAXED IT JUST CAUSES A HUGE AMOUNT OF DELAYS AND STRESS, ITS TRYING TO STUFF 14 POUNDS OF STUFF IN A 5 POUND BAG SCENERIO ... IN THE LAST 30 DAYS HAVE NOT FLOWN INTO AIRPORT X BUT IT IS THE WORST AIRPORT FOR RUNWAY CHANGE
PILOT FATIGUE
CONGESTION, VISUAL SEPARATION LIMITS, SHORTCUTS ON THE CONTROLLERS' SIDE
CREW DUTY TIME, FATIGUE ISSUES, JUMP SEAT PASSENGERS
RVSM AIR SPACE-UNCONTROLLED AIRSPACE
FATIGUE ISSUES NEED TO BE ADDRESSED
QUALITY OF APPROACHES NEED TO BE LOOKED INTO,ASK PILOTS ABOUT THEM
PILOT FATIGUE
SOMETIMES AIRPLANES HAVE TO GO AROUND BECAUSE THEY ARE TO CLOSE
MY ANSWERS MAY NOT BE ACCURATE BECAUSE I AM A LINE PILOT.
REAL TIME RADARS
SECURITY PROCEDURE, NEW COCKPIT DOORS, ARRIVAL INTO BIG AIRPORT ARE ALWAYS CHANGING ARRIVALS,
BAD INCIDENT WITH ALTITUDE DEVIATIONS: INCORRECT TERMINOLOGY ON BOTH PILOT AND ATC'S PART:DIDNT USE TERM "FLIGHT LEVEL"
PILOTS FATIGUE AND YOU NEED TO ASK MORE QUESTIONS ABOUT A T C FREQUENCY CONGESTION
THE BIGGEST FACTOR OUT THERE FOR INTERTNATIONAL IS THE NON-STANDARDIZED ATC COMMUNICATION AND ALSO THE CHANGE FROM THE TRANSITION ALTITUDE PHASE BETWEEN THE US AND OTHER COUNTRIES. IT SHOULD BE STANDARDIZED;THERE ARE HUGE DIFFERENCES.
FLIGHT CREW INEXPERIECE
EN ROUTE WEATHER
SECURITY RELATED ISSUES AT AIRPORTS
SCHEDULING AND DUTY TIME, CHANGING FROM FRONT SIDE OF THE CLOCK FLYING TO BACK SIDE FLYING, STAND UP OVERNIGHTS

D3A
CONGESTION IN THE NORTHEAST AND WHEN THEY WON'TY LET YOU DEVIATE FOR WEATHER AVOIDANCE BECAUSE OF TOO MUCH CONGESTION;CONTROLLERS WORKING TOO MANY FREQUENCIESN;
GROUND INCURSIONS ONTO RUNWAYS AND TAXIWAYS
ARE THEY SCREENING THE BAGS FOR EXPLOSIVES
SECURITY ISSUES - NON-STANARDAZATION OF CREW SCREENING, PROBLEMS GETTING THROUGH SECURITY , GUNS IN THE COCKPIT
TAKE SURVEY OF PILOTS LEASE FAVORITE OR UNSAFE AIRPORTS-RUNWAYS AND THE REASON WHY
GROUND CONTROL OF AIRCRAFT IS OFTEN POOR. AIRCRAFT LOCATIONS ARE LOST AND-OR CONFUSED ON THE GROUND.
HUMAN FACTORS, SUCH AS FATIGUE, SLEEP CYCLE, TIME OF FLYING (MIDDLE OF THE NIGHT),ETC.
FLIGHT CREW FATIGUE
TRYING TO COMPLY WITH SPEED APPROACHES TO COMPLY WITH SEPARATION LIMITS
THERE IS A FREQUENCY BLOCKAGE BETWEEN PILOTS & CONTROLLERS - NO ONE PAYS ATTENTION TO THIS SAFETY CONCERN
AVAILABILITY OF AYTIS -AIRPORT X
HAVING WITH [LOCATION X]
EXTRANEOUS CHATTER IS DISTRACTING
FATIGUE, FAA ALLOWS MUCH TOO LONG A DUTY DAY, COMPANY PRESSURES CREW TO EXCEED 14 HOURS, ERRATIC SCHEDULING, VIOLATES CIRCADIAN RHYTHMS
FEELS THE INCREASING LEVEL OF TERRORISM WORLDWIDE POSES SERIOUS SAFETY HAZARD TO THE INDUSTRY AND THAT QUESTIONS RELATING TO AIRPORT SECURITY SHOULD BE EMPHASIZED IN FURTHER STUDIES.
MORE EMPHASIS ON CONTROLLERS CONSTANLY WORKING DUAL FREQUENCY ALOT OF MISSED
QUESTIONS ON LAND AND HOLD SHORT.
WHERE THERE ANY TIMES IN THE LAST 60 DAYS DID WE RECEIVE ANY COMMANDS FROM ATC THAT DID NOT MAKE ANY SENSE.? CONTROLLER SOMETIMES TALKS FAST AND IS BUSY AND MAKES A WRONG CALL AND HAS TO BE CORRECTED.
BECAUSE I FLY AT NIGHT THEYRE ARE FEW FAA PERSONEL ON DUTY-FREQUENCY AND I DK IF -HOW MANY OTHERS HE IS TALKING TO -RESULTS IN REPEAT CALLS ETC
SOME COMMUNICATION BARRIERS AND PHRASIOLOGY WITH INTERNATIONAL FLYING. INTERNATIONAL STANDARDIZATION.
SCHEDULING
RUNWAY ASSIGNMENTS AT EXTREME LIMITS OF AIRCRAFT ESPECIALLY [AIRPORT X]
PERTAINING TO CREW COHESIVENESS CRM- MAKING DECISIONS AS A TEAM. IS THERE ANY BREAKDOWNS IN
IMPACT OF RJ'S ON AIRPORT CONGESTION
ACCURATE WEATHER FROM NON AVIATION WEATHER SERVICES, TRYING TO EXTRACT TO MUCH CAPACITY WITHIN LIMITED AIRSPACE AND RUNWAYS. AIRPORT X RUNWAYS ARE TOO SHORT, NOT ENOUGH CLEARING
FREQUENCY CONGESTION GETTING PRETTY BAD IN THE N.E.
R FLIES OUT OF [LOCATION X] . [LOCATION X] HAS LOTS OF AIRPORTS THAT HAVE INSYRUMENT APPROACHES WITHOUT WEATHER REPORTS
TIME FRAME OF 60 DAYS IS TO RESTRICTED
RE [AIRPORT X]: APPROACH END OF [AIRPORT X], BECAUSE OF THE LOCATION OF THE RADIO ANTENNA ON THE TOWER, THE FLIGHT CREW DOES NOT HEAR INSTRUCTIONS FROM THE TOWER; AT THIS POINT, CROSSING THE RUNWAY, THEY REACH A BLIND SPOT; DANGEROUS
WINDOW ABOUT 1YEAR
RELATIONSHIP TWEEN FAA AND ATA. IF CHANGES ARE SUGGESTED AND IT COSTS $, IT WON"T HAPPEN.
PUT MORE EMPHASIS ON ATC AND PILOTS ACCEPTING VISUAL APPROACHES WHEN THEY SHOULDN'T

D3A
A COUPLE YRS AGO GOING INTO LOCATION X THE WEATHER CONDITIONS THE WINDS WERE GUSTING OVER 50 KNOTS, IT WAS NOT ON THE ATIS AND WAS NOT RELAYED TO LOCATION X OR APPROACH CONTROL SO AS CREW MEMBERS, THE 1ST TIME WE HEARD ABOUT IT WAS WHEN WE SWITCHED RADIO
CONTROLLER COMMUNICATION BEYWEEN A T C AND THE AIRCRAF IN RESPECT TO THE READING BACK OF CLEARANCES IN HIGH TENSITY AREAS THAT ARE NOT CORRECT
DUTY TIME, CREW REST
AIRCRAFT MIX
MORE ATTENTION TO MULTIPLE TRANSMISSION PROBLEMS ON A SINGLE FREQUENCY
TRAFFIC CONGESTION ON THE LOCATION X
[AIRPORT X],130 MILES WEST ITIS NOT POSSSIBLE TO RECEIVE ATIS , [AIRPORT X] A-P SMALL AIRPLANES DO NOT HAVE TRANSPONDERS CREATES NEAR MISSES, ATC ARE OVER WORKED BECAUSE THEY ARE USING 2 DIFFERENT FREQUENCIES
121 NON SCHEDULED AIRLINE MAINTENANCE PROGRAMS (AIRLINE X)
AT AIRPORT X AT ABOUT THE MARKER THEY SAY CIRCLE TO LAND TO 22;IT'S A STRESSFUL ENVIRONMENT; THE CHANGE FROM ILS TO THE VISUAL CIRCLE TO LAND
LARGER AIRPORTS ARE GETTING HEAVY AMOUNTS OF SMALLER AIRCRAFTS THAT FLY SLOWER SPEEDS
TOWER CLEARING AIRCRAFT TAKEOFF ON CROSSING RUNWAY WITH INSUFFICIENT CLEARANCE
THERE ARE PLENTY OF PROBLEMS WHICH I ENCOUNTER WHICH HAVE NOT BEEN IN THE LAST 30 DAYS.
WHAT IS YOUR GREATEST SAFETY ISSUE
THE LAYOUTS OF SOME AIRPORTS IN THE NORTHEAST U.S. ARE CONFUSING TO PILOTS NOT FAMILIAR WITH THESE AIRPORTS. BETTER MARKINGS ARE NEEDED.
TRAFFIC SATURATIONS IN CERTAIN AIRPORTS AS IT RELATES TO AIRTRAFFIC CONTROL
AIRSPACE CONGESTION
NORTH ATLANTIC TRACKS TOO MUCH CLOSE ALTITUDES FOR DIFFERENT TYPES OF PLANES, NO VARIATION OF TREACKING FOR TURBULENCE
DATA BASE PROBLEMS IN FLIGHT MANAGEMENT COMPUTERS
CARRYING PASSENGERS WE REALLY SHOULDN'T BE CARRYING. THE DEFINITION OF AMERICA DISABILITY ACT NEEDS TO BE EXTREMELY WELL DEFINED
HOW MANY NEAR MISSES OR ALMOST ENDED UP ON WRONG TAXIWAY AT THE AIRPORT, MEL LIMITS
A CONTROLLER WORKING MANY CRAFT ON DIFFERENT FREQUENCIES --YOU CAN'T HEAR. YOU CAN'T TELL IF YOU ARE COVERING SOMEONE ELSE UP. VHF WITH VERBAL INSTRUCTIONS DOES NOT SEEM SAFE. NEED DATA LINK THAT HAS LAST CLEARANCE+ BUTTON TO ACKNOWLEDGE RECEIPT. AIRPORT X
EFFECT OF BUSINESS ENVIRONMENT BECAUSE OF LAYOFFS
SECURITY FOR BAGGAGE CHECK FOR PILOTS IS OUT OF CONTROL
BETTER REAL TIME WEATHER INFORMATION DURING THE HOURS OF 10PM - 5AM
QUESTIONS ABOUT PILOT FATIGUE AS RELATED TO AVIATION RELATED SAFETY
AT AIRPORT X THERE IS NOW A LOT MORE CORPORATE TRAFFIC + ATC IS NOT HANDLING THE INCREASE LOAD-TOO MANY PLANES IN+OUT OF AIRPORT X. HAVE CROSSING RUNWAYS + NOT CONCERNED WITH TAILWINDS OR CROSS WINDS
ADEQUATE CREW REST
CONGESTION
AIRPORT X-LIMITATIONS NOT WELL DEFINED, SERIOUS SITUATIONS MAY WELL ARISE
SEQUENCING HEAVY AIR CRAFT WITH REGIONAL JETS AND GENERAL AVIATION CRAFT AT LARGE COMMERCIAL AIRPORTS; INABILITY OF ATC SYSTEM TO TAKE ADVANTAGE OF AIRCARFT AVIONICS
AIRPORT CONGESTION LATE AT AIRPORT X AIRPORT - TOO MANY SMALL AIRPLANES; SHOULD HAVE LARGER AIRLINES ONLY.

D3A
HOW LONG MUST YOU WAIT TO GET FREE TIME ON THE FREQUENCY TO TALK TO CONTROLLER
AIRPORT PAINTING ON RUNWAYS TEND TO BE A LITTLE WEAK AND WORN-OUT
PILOTS NOT GETTING ENOUGH REST
CONGESTION FREQUENCY AND AIRSPACE ESP. [LOCATION X]
CREWMEMBER FATIGUE
I FEEL THAT THE ISSUE OF FLIGHT CREW REST TO DUTY TIME LIMITATIONS SHOULD BE LOOKED AT
MORE IN-DEPTH Q'S RE FREQ OF TCAS
CONGESTION IN TERMINAL AREA,THE LARGE # OF AIRCRAFT AND SHORTAGE OF ATC WORKERS
AIRPORT LIGHTING-SHOULD HAVE UNIFORM SIGNAGE AND BE MORE SPECIFIC
YOU NEVER GIVE POSITION & HOLD CLEARANCE UNTIL AIRCRAFT ON APPROACH HAS ALREADY LANDED. OTHER COUNTRIES INSTRUCT PILOTS TO LINE -UP & WAIT ,WHICH MEANS THE SAME AS POSITION & HOLD IN THE UNITED STATES,AFTER AIRCRAFT HAS LANDED AND TO ME THIS IS DANGEROUS
AVIONICS INSTRUMENT FAILURES SHOULD BE INCLUDED BECAUSE THESE FAIL MORE OFTERN THAN ANYTHING
R SAID FLYING UNDER CLASS B AIRSPACE ATC IS NOT EXPLAINED TO AIR CARRIERS. R ALSO SAID THE BIGGER AIRPORTS THE DEPARTURE PHASE IS GOOD BUT SMALLER AIRPORTS ARE POOR. R ALSO SAID SOME OF THE TAXIEWAYS LIGHTS ARE TO BRIGHT
CONTROLLER WORKING MULTIPLE FREQUENCIES...A LOT OF THE PROBLEM COME FROM THIS.
AIRPORT SECURITY PEOPLE-THEY DISMANTLE OUR LUGGAGE, BODY SEARCH US MORE THAN NORMAL PASSENGERS IN UNIFORM. WE HAVE CRASH AXES BUILT ONTO THE AIRPLANE AS PART OF THE EQUIPMENT, WE HAVE FLAIR GUNS WITH 12 GAUGE SHELLS ON THE AIRPLANE WHICH IS STANDARD
THERE RE SOME AIRPORTS IN WHICH THEY KEEP YOU UNUSUALLY HIGH WHEN YOU'RE VERY CLOSE TO THE FIELD
VERTICAL SPACING IS A PROBLEM RVSM USE TO BE 2000 FEET NOW 1000 FEET, TRYING TO GET MORE PLANES IN A SMALLER SPACE.
CREW MEMBER FATIGUE
SINGLE FREQUENCY CONGESTION
THE PASSENGER SCREENING SECURITY SYSTEM
TOUCH ON SOME STRAIN FROM NORMAL PROCEDURES TO ACCOMMODATE EVENTS RELATED TO X
SMALL CIVIL AIRPLANES BEING INTERGRATED WITH LARGE AIRPLANES IN THE TERMINAL AREA
TAXI INSTRUCTION ISSUED TO SOON FOLLOWING LANDING.
R MADE A COMMENT ABOUT THE QUESTION WHERE THEY ARE 10 MILES FROM RUNWAY AND SAID THIS IS A BIG CONCERN FOR HIM BECAUSE THIS IS A TIME WHERE THE FOLKS IN THE COCKPIT HAVE A GREATER WORK LOAD AS IT IS AND THE GO A MAKE CHANGES THAT COULD CAUSE A POTENTIAL
AIRCRAFT PROBLEMS DUE TO THE TOOLS AND POCKET KNIVES TAKEN AWAY DUE TO THE CURRENT SECURITY PROBLEMS.
HIGH SPEED APPROACHES
TOO MANY AIRPLA NES GOING INTO THE CROWDED AIRPORTS
THE FAA SHOULD IMMEDIATELY REQUIRE THAT ALL CARGO PLANES HAVE MAN ACTIE T-CAS INSTALLED; INCREASE THE CLASS B AIR SPACE CONTROL AT LOCATION X FROM 10K TO 18K FT.OSTR TO 18,000 FT
INQUIRE ABOUT GO-AROUNDS AND REDUCED SEPARATIONS
SOMETIMES SOLAR FLARES MAKE HF RADIO UNUSABLE. LOTS OF STANDBY ON HF DUE TO HIGH USE ALL AT
ATC EN ROUTE CONTROLLERS SEEM TO BE OVERWHELMED, ATC FREQUENCY CONGESTION
LAND AND HOLD SHORT IN [AIRPORT X]; [AIRCRAFT TYPE X] SHOULD HAVE TO STABILIZE AT A HIGHER ALTITUDE, FATIGUE QUESTIONS FOR ALL PILOTS, FAA HESITANCY RECOMENDATION FOR 30 MINUTE RESTS, RETIREMENT AGE EXTENDED
AIR TRAFFIC CONTROLLERS WORKING MORE THAN ONE FREQUENCY SHOULD BE PROHIBITED BECAUSE IT'S HAZARDOUS

D3A
ATC CONGESTION
FREQUENCY CONGESTION- CONTROLLERS WORKING MULTIPLE FREQUENCIES
PARALLEL APPROACHES TO [AIRPORT X]- TRAFFIC STACKED WING TIP TO WING TIP-MUST BE STAGGERED, ALSO 15 MIN. RULE RE ICING IS TOO DISTRACTING(CYCLING ENGINES) I'D LIKE TO UNDERSTAND WHY
CONTROLLER TRAINING INEXPERIENCE DUE TO OJT HAVE LED TO LATE APPROACH OR CLEAR APPROACH, COMMUNICATION DELAYS
RELATED TO TIMELY WARNING OF AIR TRAFFIC CONTROL DELAYS FOR ARRIVALS
[AIRPORT X] A PROBLEM FOR APPROACH
COMMUNICATION...THERE HAVE BEEN OCCASIONS WHERE HTERE HAS BEEN MISUNDERSTANINDG BETWEEN PILOT AND ATC WHERE PILOT HAS READ BACK THJE CLEARANCE INCORRECTLY BUT NOT CORRECTED BY THE CONTROLLER; OTHER CREWMEMBER DISCOVERED THE INCORRECT CLEARANCE WHICH LE
MORE ATTENTION WITH AIRTRAFFIC CONRTOL- AND CONGESTION
FATIGUE: DUTY RULE CHANGES.
PILOT FATIGUE-SCHEDULING OF CREWS, WORKING LONGER HOURS AT AIRPORTS
SINCE PILOT DO FLY INTERNATIONALLY, NEED TO INCLUDE SAFETY CONCERNS AT INTERNATIONAL AIRPORTS, E.G., COMMUNICATIONS, CLEARENCE FOR LANDING, TERMINOLOGY DIFFFERENCES
HOW MANY READ THE NEWSPAPER. DO NOT PAY ATTENTION TO EVENTS THAT OCCURRED EN ROUTE OR MONITORING AIRCRAFT INSTRUMENTS
PILIOT FATIGUE
LIGHTNING STRIKES
CONTROLLERS USING DUEL FRQUENCIES, CHANGING RUNWAYS AT THE LAST MINUTE, ATC ASKING FOR VISUAL SEPERATION LIMITS OUTSIDE OF LIMITS
AIRPORT SECURITY, CREW SCREENING,
LAND AND HOLD SHORT DUE TO CONGESTION. INCREASING # OF FLIGHTS. MORE AIRCRAFTS MAKE IT UNSAFE IN THE AIR
CREW REST, CREW FATIGUE ISSUES
RE NIGHT FLYING: LEAVES CREW VERY TIRED IN THE MORNING; ONLY OPERATING AT 30% CAPACITY
NEW COCKPIT SECUTRITY PROCEDURES AND HOW CONFIDENT THE PILOTS FEEL ABOUT THE RINFORCED COCKPIT DOORS AND THE POSSIBILITIES OF CARRYING FIREARMS
DID NOT ASK QUESTION ABOUT GO AROUND
FLIGHT TIME & REST REQUIREMENTS-REST TIMES ARE TOO CONFUSING WHEN FLYING INTERNATIONAL-DOMESTIC FLIGHTS
DO YOU FEEL AIR TRAFFIC IS RESPONSIVE WITH RESPECT TO WEATHER
TRAFFIC CAUSED BY REGIONAL JETS
NOT HAVING TCAS IS A BIG SAFETY ISSUE;HYDROPLANING IS A PROBLEM AT OLD MILITARY AIRPORTS,WHICH CARGO PLANES USE,BECAUSE OF CONCRETE RUNWAYS.
GROUND OPERATIONS AREN'T VERY STANDARDIZED MORE TOO COMPLEX SPECIFICALLY LOCATION X FAR TOO MUCH CLUTTER ON THE JEFFERSON CHARTS. ALTITUDE CLEARANCES SHOULD BE THE RESPONSIBILITY OF AIR TRAFFIC CONTROLLERS
REST REQUIREMENTS FOR PILOTS
SIGNAGE FOR TEMPORARY TAXIWAYS IN MAJOR AIRPORTS, ATIS IS TOO LONG, ATC AND THE CROWDED SKYS
I HAVE PROBLEMS WITH THE LAND AND HOLD SHORT
LACK OF 3RD CREWMEMBER
TSA SECURITY-PUTING PILOTS ON A HIGH STRESS LEVEL-FINGERPRINTING IS A BETTER WAY
BIGGEST WEAKNESS IS COMMUNICATION AREA- YOU HAVE TO SOMETIMES ASK WHAT THEY ARE TRYING TO SAY.

D3A
ATC DON'T UNDERSTAND PERFORMANCE OF AIRPLANES IN FRONT, POTENTIAL HAZARD IS AIRPLANE LINK HAS GOTTEN LONG AND THE TAIL MAYNOT BE COMPLETELY CARE BEFORE ANOTHER PLANE IS COMING IN. ATC IS THE BIGGEST PROBLEM.
CREW FATIGUE
ATC CLEARENCE READER READING TOO FAST
AIRLINE MGT NEEDS TO BE LOOKED AT MORE CLOSELY
CREWMEMBER FATIGUE ESPECIALLY ON INTERNATIONAL FLIGHTS
CROSSING RESTRICTION ALTITUDES
CREW FATIGUE, ESPECIALLY NIGHTTIME FLYING
RAMP CONGESTION
PILOT FATIGUE
THE ALL NIGHT FLYING AND GOING FROM DAYS TO NIGHTS AND NOGHTS TO DAYS WITHOUT CONSISTENCY--YOUR BODY JUST DOESN'T ADJUST .
THERE SHOULD BE APPROPRIATE FREQUENCY FOR THE PARTICULAR AREA YOU ARE IN ON THE MAP FOR DOMESTIC FLIGHTS.
BLOCKED TRANSMISSIONS--SHOVED UNDER THE CARPET A BIT ATC STANDARDS ARE RELAXED, & DON'T SEEM TO CARE THAT PILOTS REPEAT THE RIGHT FREQUENCY
SECURITY ISSUES. BECAUSE OF ALL THE SECURITY ISSUES THEY ARE GETTING DISTRACTED FROM THEIR JOBS.
REDUCED VERTICAL PERCEPTION AT AIRPORTS ON THE ATLANTIC; INCREASED TRAFFIC IN THE AIR AND ON THE GROUND, WAY TOO MUCH STEPPING ON FREQUENCIES WHEN AIR CONTROLLERS ARE GIVING CRITICAL INFORMATION--MISINTERPRETATIONS. WE NEED A SAT COMMUNICATIONS.
INTERNATIONAL GETTING NON-AUTOMATED PRINT OUT OF ATIS AND CLEARANCE.
DUE TO SATURATION AT HUB AIRPORTS ATC WILL GIVE CLEARANCE AS YOU ARE LANDING ROLL…THIS IS
CREW LANDING TRAINING - I THINK THAT RESERVE PILOTS HAVE DIFFICULTIES KEEPING CURRENT ON LANDING PROCEDURES AND DIVISIONS.
HIGH ALTITUDE REQUIREMETS IMPOSED JUST BECAUSE OF CONGESTION-ATC CONGESTION
FREQUENCY CONGESTION
COMMUNICATIONS CONGESTION QUESTIONS
FREQUENCY CONGESTION- RUNWAY CHANGE BELOW
NEED A FEW MORE QUESTIONS ON FMC QUESTIONS. BEING HEADS DOWN WHEN YOU SHOULDN'T BE.
AIR ROUTE TRAFFIC CONTROL SYSTEM & HOW JAMMED UP THE AIRWAYS ARE, ESP LOCATION X & THRU
MORE THOROUGH SEARCHES OF STOWED CARGO FOR DANGEROUS ITEMS
REROUTINGS NEED TO BE PHONETICALLY SPELLED
CONTROLLERS ARE TOO HEAVILY WORKED, THEY CONTROL TOO MANY AIRCRAFTS AT ONCE.
MARKING THE RUNWAYS AND MARKING ALL U.S. AIRPORTS (TOLL POINTS, CROSS TAXIWAYS, ETC.) SHOULD BE DONE . THIS IS A CRITICAL SAFETY ISSUE.
AMOUNT OF CONGESTION ON RADIOS--NEED MORE Q'S. NO WHOLE HEARTED UPGRADE IN SYSTEM. USE OF ACARS MESSAGES VS RADIO TO MINIMIZE RADIO CHATTER. TSAS UNCOOPERATIVE SPIRIT ABOUT GUNS IN COCKPIT AT TRAINING. NEED MORE STANDARDIZATION OF AIRLINES FOR SECURITY
QUESTIONS ABOUT FREQUENCY CHANGES, ON NAVAGATIONAL CHARTS DIFFERENT COLORS ON FREQUENCY CHARTS-FOR MAIN NUMBERS IN THE SECTORS
OVER WATER FLYING WITH ONLY HIGH FREQUENCY RADIO COVERAGE
SEVERE WEATHER AVOIDANCE-LACK OF INFO FROM ATC ABOUT UPCOMING THUNDERSTORMS-HAVE ABILITY TO UPDATE A RADAR PICTURE OF STORMS AHEAD. NEED UP TO DATE STORM INFO. ALSO CREW REST
SECURITY,
QUESTIONS ABOUT ALTITUDE DEVIATION ASSIGNMENTS.

D3A
AIRPORT SECURITY
COMMUTER CREW DUTY DAYS
PUSH TOWARDS AUTOMATION, CLEARANCES FROM ACARS
INFORMATION ABOUT MICO BURSTS NEAR AIRPORTS
GROUND SAFETY ISSUES, REGIONAL JETS AND THE 1000 FT SEPARATE LIMITS
EX AMPLE . PILIOT SAYS THEY CANT DO EHAT ATC IS ASKING IN REGUARD TO THE WEATHER. ATC DOSNT SEE THE WEATHER LIKE THE PILIOT.
ASK Q'S BOUT RADAR AND OTHER NAVIGATION SYSTEMS THAT MALFUNCTION.
SOME COMPANIES USING UNREASONABLE ULTIMATES, COMBINED WITH INADEQUATE FUELING LEAVING PILOT TO REFUEL.FLIP-FLOP SCHEDULES, NIGHT-DAY BACK-TO BACK SCHEDULE - CIRCADIAN RHYTUM AND FATIGUE
NEED MORE FOCUS ON INTERNAT'L ISSUES - BECOME MORE STANDARDIZED REGARDING COMMUNICATION
MINIMAL SEPARATION CLEARENCES ON APPROACHES ENROUTE ALTITUDES DROPPING FROM 2000 TO 1000, JUST DID THIS IN EUROPE AND NOW AMERICA IS ABOUT TO DO THE SAME THING
EXTREME COMMUNICATION CLUTTER ON ATC FREQUENCY
COCKPIT SECURITY
R SAID THAT MORE NEEDS TO BE DONE ABOUT AIRPORT CONGESTION & INTERCEPTING RUNWAYS
COMPROMISING SAFETY FOR NOISE ABATEMENT. AIRPORT X IS TOO BUSY FOR ITS SIZE.
IT WOULD BE NICE IF WE HAD A RADIO SYSTEM THAT WE WOULDN'T CONSTATNLY GET STEPPED ON.
THE PDC CLEARANCE IT ADDS MORE CONFUSION THAN ANYTHING ELSE OUT THERE.
FOCUS ON MINOR INFRACTIONS SO THAT MAJOR EVENTS DO NOT OCCUR
WHAT PILOTS THINK THEY COULD DO TO HELP OUT WITH FLOW CONTROL
OVERALL CONGESTION
TRAFFIC CONGESTION IN TERMINAL AREA
LACK OF STANDARD TERMINOLOGY INTERNATIONALLY
LOW MORALE IN THE COCKPIT-ESP IN OLDER PEOPLE-AFRAID OF LOOSING JOBS-STRESSFUL
CONCERN FOR THE SAFETY OF THE COCKPIT AND CREWMEMBERS IF THE COCKPIT DOORS ARE BARRED- THE DOORS RISK THE CHANCE OF BECOMING WARPED AND ACCESS TO THE COCKPIT COULD BE COMPROMISED
LEVEL OF NIGHT FLYING INCREASING; NEW NIGHT FLYING ISSUES; SLEEP ISSUES THAT AFFECT SAFETY
FATIGUE AND CREW REST, HAVE YOU BEEN PRESSURED TO FLY WHEN YOU WERE TIRED
RADIO CONGESTION, TFR'S ARE NOT ON THE MAPS OR CHARTS, NOTAMS ARE BEING CAMAFLAGED
HIS CONCERN AS A CAPTAIN IS CHILD SAFETY SEATS. LOCATION X IN SUMMERTIME THEY HAVE MODERATE TURBULENCE EVERYDAY. THEY THINK THEY CAN HOLD THE CHILD.
ACCEPTING RUNWAYS THAT ARE NOT SAFE DUE TO WIND CONDITIONS- GETTING PRESSURE FROM ATC--ESPECIALLY AT AIRPORT X BUT OTHERS TOO
SURPRISED WE DIDN'T ASK ABOUT GO AROUNDS--REJECTED LANDINGS-IF WE HAD ANY
DUTIE LIMITS AND REST PERIODS
ATC IS DOING ABSOLUTE MINIMUMS WITH RESPECT TO SAFE SEPARATION ON FINALS. THERE IS NO ROOM FOR ERROR. THIS RESULTS IN SEVERE WAKE TURBULENCE AND IT IS DANGEROUS.
APPROACH CONTROLLERS TEND TO HAVE US MAINTAIN 170-180 MILES TO THE MARKER. CONFLICTS WITH FOM PROCEDURES. WE ARE SCRAMBLING
ASK ? ABOUT EXPERIENCE WITH THE AUTOMATION OF UNFAMILAR AIRCRAFT
FINANCIAL STATE OF AIRLINES IS CAUSING A LOT OF STRESS ON THE PILOTS
SEPERATIONS ARE TOO FAR-BOILS DOWN TO LAWYERS
SECURITY IN AIRPORTS "SUCKS". IT IS ONLY EYEWASH, VINEGAR.
OPPOSITE OF SLAM DUNK APPROACHES BEING KEPT TO LOW

D3A
HOLD SHORT & CROSSING CLEARANCES GIVEN BY ATC DURING AIRCRAFT LANDING ROLL, VERY BUSY TIME FOR US ATTENTION FOCUSED ON STOPPING THE AIRPLANE WORKLOAD PREVENTS EASY UNDERSTANDING OF
LOCATION X VHF TRAFFIC IN IFR CONDITIONS
SIMILAR SOUNDING CALL SIGNS, MULTIPLE FREQUENCY CHANGES EN ROUTE,LATE CLEARNACES TO DECEND
GROUND PROCEDURES SHOULD BE AT ALL AIRPORTS
CREWMWMBER FATIGUE
EFFECTIVE AUTOMATION DUE TO HUMAN INTEGRATION AND COMPLACENCY TO SOME EXTENT
COMMUINCATION PROBLEMS IN INTERNATIONAL FLYING.
AIRLINE CRITERIA AS TO DISTANCE FROM THUNDERSTORMS AT TAKEOFF-LANDING
PILOT FATIGUE AND DUTY TIME
MILITARY PLAYING WITH GPS SYSTEMS AND NO NOTAMS ISSUED. AIRPORT X RUNS THEIR TRAFFIC A LITTLE
AIR TRAFFIC CONTROL CLEARANCE ON THE GROUND , TAXING INSTRUCTIONS EX AIRPORT X
IT IS A SAFETY ISSUE TO PROVIDE A SECURE ENVIRONMENT FREE FROM TERRORISM. IS GOV'T'S RESPONSIBILITY TO PROTECT AND DEFEND. DO NOT PRIVATIZE TOWER OPERATIONS. NOT WORK IN ENGLAND.
T-CAS ON CARGO CARRIERS-LONG OVERDO
CONGESTION IN TERMINAL AREAS- [AIRPORT X] IS DIFFICULT BECAUSE OF SPEED COMMANDS AND RELIANCE ON AIRLINE COMPANY PROCEDURES
ATC COMMUNICATIONS CONGESTION IS FREQUENTLY A PROBLEM
THERE IS SO MUCH CONGESTION ON RUNWAY CHANGES ESP. IN LOCATION X, HIGH FREQUENCY AIRCRAFT COMING INTO ONE RUNWAY
AIR TRAFFIC CONTROL DELAYS, THE DELAY PROGRAMS THEY COME UP WITH
HIGH AND FAST APPROACHES
HOW CAN WE GET GOVERNMENT MONEY TO GO TO UPDATING AIR TRAFFIC CONTROL SYSTEMS
WANT QUESTIONS ON R S V M,ALSO ?ON THE FINANCAL STATE OF AIRLINE AND HOW IT'S AFFECTING CREW MEMBERS
POP UP INFO LIKE TFRS- ON INSTRUMENT FLIGHT PLANS SO LITTLE UNDERSTANDING ON HOW THEY WORK +CONSEQUENSES FROM THOS E ERRORS
BANKRUPCY-FINANCIAL LIABILITY NEW HIRE QUALIICATIONS. PILOT COMPENSATION FOR LESS EXPERIENCED
RADIO CONGESTION IS RIDICULOUS & IN CRUISE FLIGHT I GETTING HARDER & HARDER ESP DURING TURBULENCE; THE CONTROLLER IS WORKING TOO BIG OF AN AREA AND TRYING TO TALK TO TOO MANY PEOPLE AT ONE TIME.
THE GOUND FREQUENCY AT SOME OF THE LARGE HUBS ARE TREMENDOUSLY CONGESTED. I DON'T LIKE IT WHEN AIR CONTROLLERS GIVE US INSTRUCTIONS WHEN WE'RTE STILL TRYING TO DECELERATE THE AIRPLANE.
MINIMUM REST PERIODS
TOO MANY AIRPLANES AND TOO LITTLE SPACE
R SAID WHEN YOU HAVE A QUESTIONREQUIRE REFLECTION LET US KNOW IN ADVANCE SO WE ARE NOT ON THE
TAKE OFF AND LANDING SPACING
CREWMEMBER FATIGUE
CONGESTION DECREASES MARGIN OF SAFETY. THEN WORKLOAD IS INCREASED; PRIVATE PILOTS ARE NOT LOOKING FOR US (COMMERCIAL FLIGHTS) & THEY ARE A PROBLEM
THE SECURITY DEAL IS GETTING NUTS. AFTER 10 PM EVERYTHING IS SHUT DOWN. THINGS HAVE GOTTEN OUT OF HAND. SOME PLACES ARE VERY STRICT AND OTHERS AREN'T
THERE ARE FAR TOO MANY FREQUENCY CHANGES FOR COMMERCIAL AIRCRAFT FLIGHTS;SINGLE FREQUENCY APPROACHES ARE ENTIRELY WITHIN THE MEANS OF AUTOMATION AND SHOULD BE OCCURING;PARTICULARLY IN LOCATION X;ALSO MNAY ALTITUDE CHANGES IN ONE FLIGHT-COULD BE REDUCED I THINK
CLEARANCE CHANGES TO TAKEOFF CLEARANCE ON GROUND WHILE TAXIING
AIRPLANES ARE TO CLOSE ON FINAL APPROACH MUST MAKE TURNS TO MAKE ROOM . HAPPENS A LOT IN

D3A
RUNWAY INCURSIONS AND TAXI INSTRUCTIONS
SECURITY
CREW FATIGUE
WHOLE SECURITY ISSUE NOW-PASSENGER SCREENING NOT JUST LOCK CREW IN COCKPIT
QUESTIONS ABOUT CHANGING ALTITUDE DUE TO TURBULANCE, RELUCTANCE TO MOVE OUT OF AIRSPACE THAT IS RESTRICTED,
FATIGUE IS AN ISSUE THAT SHOULD BE ADDRESSED. IT IS DIFFICULT TO FLY ALL NIGHT THEN GET UP EARLY IN THE AM AND FLY HOME. FATIGUE AND SCHEDULING SHOULD BE ADDRESSED.
OPINION ABOUT NIGHT RELATED FACILITIES,
CREW REST
T-CAS FOR CARGO AIRCRAFT- IT NEEDS TO BE ONE LEVEL OF SAFETY- TAXI ROUTES ARE STILL PROBLEMATIC
HOW MANY TIMES ATC ASKS US OR GIVES US A CLEARNACE WHEN WE'RE ROLLING OUT OR LANDING ON THE RUNWAY-THAT'S THE WORST PROBLEM AND WASN'T COVERED IN THE QUESTIONS YOU ASKED.
DUTY REGULATIONS AND FATIGUE AMONGST PILOTS AND CREW AND TERRORISM ISSUES
WHILE AIRPLANE IS STILL DESELERATING ON RUNWAY GETTING TAXI CLEARANCE IS UNSAFE.
DISTRACTION CAUSED BY THE EXTRA SECURITY
COMMUNICATION PROBLEM FREQUENCIES OVER LOADED. IN THE INTERNATIONAL FLIGHTS THE COMMUNICATION IS THE MOST DIFFICULT
NORTH ATLANTIC IS VERY CONGESTED, TOO MANY VOICE PROCEDURES, INTERNATIONAL LANGUAGE DIFFERENCES, AIRPORTS ARE TOO BUSY-LANDING FEES SHOULD REFLECT HIGHER DENSITY,
ISSUES OF SEPARATION OF AIRCRAFT; NOT ENOUGH SEPARATION
R FLIES IN @ OUT OF [AIRPORT X] AND THE ATC SEEM TO LEAVE MORE RESPONSIBLY ON THE PILIOTS
COMMUNICATIONS, CONGESTION, INABILITY TO GET THRU TO ATC DUE TO CONGESTION
THERE IS A DATA LINK SYSTEM CALLED A-CARS THAT ALLOWS YOU TO GET CLEARENCE BUT ITS NOT LINKED TO RADIO COMMUNICATION, SO YOU CAN GET A CLEARENCE AND THIS IS GOOD BUT OTHERS MAY NOT BE AWARE, IF EVERYONE DOES NOT HAVE IT. AND YOU DONT KNOW WHAT THE OTHER
SECURITY IF TARGETING THE WRONG PEOPLE,
PROBLEM WITH ATC COMMUNICATION PROCEDURES , EN ROUTE CENTER CONTROLLERS SPLITTING FREQUENCIES OR SECTORS FREQUENCY CONGESTION, PILOTS CAN ONLY HEAR WHAT IS ON HIS OWN FREQUENCIES, MANNING SEVERAL ATC FREQUENCIES AT ONCE
FLIGHT CREW FATIGUE
ALL QUESTIONS ASKED DEALT WITH PASSENGER INCIDENTS IN THE AIR, ADDITION THE QUESTION SHOULD HAVE GROUND RELATED QUESTIONS,BEFORE BOARDING, OR WHILE IN THE BOARDING PROCESS BEFORE LEAVING THE GATE.
ITS GETTING MORE AND MORE CONGESTED ON THE GROUND
PILOT FATIGUE- WHAT ROLE THIS PLAYS IN AIR SAFETY
CONGESTION AND CONFUSION
ASK ABOUT RVSP (REDUCED VERTICAL SEPARATION)
RSMV IS GOING TO COMPROMISE SAFETY,
A SYSTEM X ARRIVAL @ AIRPORT X- HAS ALTITUDE RESTRICTIONS THAT CAUSE HIGH DESCENT GRADIENTS
SOMETIMES YOU THINK YOU HEAR WHAT YOU HEAR FROM A FOREIGN CONTROLLER BUT IT'S UNCLEAR BECAUSE OF LANGUAGE PROBLEMS
SECURITY ISSUES , EVACUATION
NON-STANDARD TRANSITION ALTITUDE AND TRANSITION LEVELS.
FATIGUE

D3A
ATC CLEARS FOR 2000 FEET AS MUCH AS 30 MILES OUT, TRAFFIC SEPARATION IS PILOT'S RESPONSIBILITY, NOT ATC'S, AT AIRPORT X, AIRCRAFT TYPE X MISSED BY 50 FEET BECAUSE PILOT COULDN'T SEE IT, LOCALIZER AT AIRPORT X DOESN'T LINE UP WITH RUNWAY
PILOT FATIGUEBECAUSE OF INCREASED WORKLOAD AND CUTBACKS
GROUND INCURSION AND RUNWAY INCURSION, ATC SYSTEM OVERLOAD
CONGESTION AROUND MAJOR AIRPORTS
CONGESTION IN TERMINAL AREA
INTERACTION WITH FLIGHT ATTENDANTS
QUESTIONS ABOUT CREW REST AND PILOT FATIQUE SHOULD BE INCLUDED IN THE SURVEY
ADDRESS THE UPCOMING CONTROLLER SHORTAGE
A T C 'S SPACING IS SOMETIMES TOO CLOSE AT THE BUSIER AIRPORTS
WAKE TURBULENCE DUE TO INSUFFICIENT SPACING,VOLUME INCREASE IN GO AROUNDS DUE INCREASED AIRPLANE TRAFFIC
THE CREW SCHEDULING AND FATGUE BECAUSE THE CREW IS FLYING MORE HOURS.
SITUATION OCCURED WITHIN LAST 30 DAYS THAT REALLY WASN'T ADDRESSED HERE-I WAS IN A HOLDING PATTERN AT [AIRPORT X] THAT CAUSED CONFUSION & ANXIETY-DUE TO WEATHER & LACK OF SUFF. STAFF AT ATC APPROACH CTRL. WE WAITED, BUT A # OF PILOTS CHOSE TO DIVERT
QUESTIONS ABOUT NEW SECURITY PROCEDURES,
AIRCRAFT SECURITY, PEOPLE WITH CARRY ON BAGGAGE. SHOULDN'T ALLOW CARRY ON BAGGAGE.
WEATHER REROUTES-ATC WILL GIVE YOU A REROUTE ON THE GROUND,BY THE TIME YOUR IN THE AIR YOU COULD HAVE BEEN CLEARED
HOW MANY TIMES YOU BEEN VECTOR ON TO THE LOCALIZER AT OR ABOVE GLIDESLOPE INTERPRET ALTITUDE.
TSA IS A JOKE, THE KEYSTONE COPS DON'T HAVE A CLUE WHO THE ENEMY IS AND NEITHER DOES X.
ATC KEEPS AIRPLANE HIGH THEN CLEARS IT FOR APPROACH - DIFFICULT TO EXECUTE BECAUSE OF EXCESS
THE AMOUNT OF FEQUENCY CONGESTION AND A.T.C INTSTRUCTION IN THE APPROACH AND TERMINAL AREA-
ATC AT LARGE AIRPORTS ARE PUSHING THE WAKE VORTEX SEPARATION LIMITS. HAD AIRBORNE CLERENCES CONTAINING A LARGE AMT OF INFO DELIVERED IN RAPID FORM. THEY TALK TO FAST +IS IT MY CRAFT THEY ARE TALKING TO. ATC GOT OUR CALL SIGN INCORRECT
TOO MANY AIRPLANES, TOO MANY FLIGHTS, TOO FEW TRFC CONTROLLERS
HIGH FREQUENCY RADIO WHEN FLYING INTERNATIONALLY
CONGESTION OF THE AIRWAYS IN THE INDIVIDUAL AIRPORTS
AIR CRAFT INSPECTION
LANDING & HOLDING SHORT OF A RUNWAY...LLASSO
THE MOST DANGEROUS AIRPORT IN THE UNITED STATES IS AIRPORT X.
LAND AND HOLD SHORT OPERATIONS
THE R V S M SYSTEM LATER RECIEVES ENCOUNTER WAKE TURBALACE ALTITUDE USUALLY 5MILES LATER
SECURITY PROCEEDUES
CONTROLLER RETIEMENT ISSUE-REPLACING CONTROLLERS
THE LAND & HOLD SHORT DIRECTIVES AT AIRPORT X & AIRPORT X AIRPORTS ARE PROBLEMATIC. THEY ARE GIVEN TOO ABRUPTLY AND SOMETIMES RESULT IN RADICAL MANEUVERS WHICH ARE DANGEROUS.
INTERNATIONAL FLIGHTS IT TAKES 15 TO 20 MIN TO GET THROUGH TO SOMEONE HF RADIO.
ASK MORE WEATHER RELATED QUESTIONS,ALSO CREW DUTY TIME LIMITS
AIR SPACE CONGESTION
PILOTS TREATED WITH LESS RESPECT;
WE COULD ASK HOW PEOPLE ARE COMPLYING WITH THE NEW SAFETY MEASURES IN THE COCKPIT AND IS IT EFFECTIVE

D3A
CROWDED, NUMBER 0F AIRCRAFT IN CLOSE PROXIMITY IN GENERAL, HARD TO TALK TO ATC
SECURITY WITH CARGO COMPANIES THAT NEED TO BE ADDRESSED. ACCESS TO THE COCKPIT CAN BE OBTAINED FROM THE CARGO BAY AREA...NEED LOCK TO COCKPIT ON BOTH TYPES OF PLANES.
THE HIGH DENSITY AT THE AIRPORTS. HOW COMFORTABLE ARE THE CREWMEMBERS WITH COMPLYING WITH ATC RESTRICTION TO MEET TRAFFIC OBLIGATIONS.
THOUSANDS OF SEPARTATIONS
CONTROLL FLIGHTS INTO TERRAIN DUE TO IMPROPER ALTIMITER SETTING OCURRED IN EUROPEAN AIRSPACE ;SITUATIONAL AWARENESS IN OBSERVING RADAR ALTIMITER,SITUATIONAL AWARENESS IN OBSERVING RADAR ALTIMETER ALERTED CREW TO IMPROPER SETTING A DIFFERENCE IN EUROPEAN
THE COGESTION PROBLEMS
LAST MINUTE RUNWAY CHANGES YOU HIT RIGHT- NOT A HEALTHY THING
MORE ATC AND RADIO FREQUENCY
THERE OCCURS CLEARANCE CONFUSION FROM ATC AND NO CLARIFICATION IS RECEIVED FROM ATC.
PROBLEMS WITH ATC
FREQUENCY CONGESTION
TRYING TO GET CLEARANCES EN ROUTE TO AVOID BAD WEATHER IS A PROBLEM.CONGESTION AROUND LARGER AIRFIELDS IS DANGEROUS-YOU GET SLAM DUNKED A LOT. IT IS OFTEN DIFFICULT TO GET READ BACKS FROM ATC BECAUSE ATC IS SO BUSY-THERE IS NOT ENOUGH AIR TIME FOR CREWS.
SECURITY
FATIGUE
ONE CONTROLLER IN MULTIPLE FUNCTIONS AND DOING ATIS AT THE SAME TIME
INADEQUACY OF AIRPORT SIGNAGE AND CAUTION LIGHTING WHERE TAXIWAYS INTERSECT RUNWAYS
COMMANDS GIVEN BY THE VARIOUS CONTROLL AGENCIES IE ARTCC APPROACH CONTROL GROOUND CONTROLL AND TOWER DEPENDS ON THE SECTION OF THE COUNTRY YOUR IN- STANDARDIZE RUNWAY AND TAXI MARKING AND LIGHTING
THE STRESS CREATED AT THE AIRPORT--JUST GETTING TO WORK-WILL BE A CONTRIBUTING FACTOR IN THE NEXT ACCIDENT-YOU CAN BET YOUR LIFE ON IT
ATC CONGESTION IS MY BIGGEST CONCERN
WAS THE AIRCRAFT TCAS EQUIPTED- WAS IT A DOMESTIC OR INTERNATIONAL FLIGHT
CONGESTIONS AT BUSY AIRPORT; INACCURATE ENROUTE WEATHER INFORMATION, LONG CREW DAYS-PILOT FATIGUE
A.T.C. TRAINING-IN PROGRESS FULL A.T.C. TRAINING SHOULD BE ON WATCH IN BAD WEATHER, MULTIPLE FREQUENCIES, ONE CONTROLLER HANDLING 2 OR 3 FREQUENCIES
PRM APPROACHES ARE UNSAFE. CONGESTION AT [AIRPORT X] NEED TO DESCEND TOO FAR AWAY FROM AIRPORT--LIKE 300 MILES TO AIRPORT.GOT INTO WEATHER.GROUND SAFETY -TAXI MARKINGS AND RUNWAY MARKINGS INSUFFICIENT ESP AT NIGHT
[AIRPORT X] ARRIVALS WITH PUBLISHED ALTITIUDE DUING DESCENT REQUIRE CREW MEMBERS TO REMAIN INSIDE COKPIT RATHER LOOK FOR TRAFFIC OUTSIDE THE COCKPIT..
PARRALLEL OPERATIONS CLOSE PROXIMITY RUNWAYS TRAFFIC ON PARRALELLS IS NOT BEING POINTED OUT
AIRCRAFT SECURITY
THE FACT THAT WHILE YOUR STILL ON LANDING ROLL THE TOWER ISSUES TAXI INSTRUCTIONS OR AFTER YOU CLEAR THE RUNWAY, SOMETIME INCLUDING HOLD SHORT OF RUNWAY INSTRUCTIONS AND THEN I FEEL ITS AT A POINT AND TIME THAT YOUR'RE EXTREMELY BUSY AND SOMETIMES UNA
EXCESSIVE CONGESTION IN THE ATC CONTOLL SYSTEM CREATED BY LACK OF TECHNOLOGY APPLICATION.

D3A
THERE IS NOT ENOUGH DETAIL TO FIND OUT ABOUT PROBLEMS HAPPENING IN THE AGENCY. THEY SHOULD LOOK AT THE ILS CRITICAL AREAS. LOOK AT THE ANIMOSITY IN THE COCKPIT , DUE TO WHATEVER REASONS EXIST. ILS APROACHES AT A LOT OF THE AIRPORTS ARE EXTREMELY POOR.
HEAVY AIRPORT TRAFFIC-CONGESTION
IN SOUTH AMERICA, THERE ARE SEVERE EQUIPMENT PROBLEMS-RADIO TRANSMISSIONS ARE UNACCEPTABLE & ENGLISH USAGE IS POOR
ATC CONTROLLERS ON MORE THAN 1 FREQUENCY
THERE WERE NO QUESTIONS ABOUT F M S WORKLOAD AS A RESULT TO CLEARANCES IN TERMINAL AREAS
LIMITED TO 60 DAYS LONGER WINDOW COULD OF BEEN MORE APPROPRIATE
HOW MANY GO AROUNDS, WHY DID YOU HAVE TO TAKE AIRCRAFT AROUND
FATIGUE ISSUES AND DUTY TIME ISSUES,
ASK ABOUT PASSENGER ID, NO FLY LIST,
R SAID THERE ARE PROBLEMS WITH ALTITUDE AND WAKE TURBLANCE
CONFUSING TAXIWAY MARKINGS AT BUSY AIRPORTS, BIG PUSH TO PREVENT RUNWAY INCURSIONS. CREWS BEING OVERWORKED AND BECOMING FATIGUE.
COMMUNICATION TOO FAST AT ONETIME AND TOO MUCH INFO AT ONETIME
16-HOUR INTERNATIONAL DUTY REGULATIONS, 8-HOUR MINIMUM REST
THE SCHEDULED CREW DUTY DAY AND ALSO EEXCESS FLIGHT TIME DURING THE DUTY DAY DUE TO DELAYS.
DUE TO RECENT EVENTS COCKPIT SAFETY SHOULD BE ADDRESSED
WHEN LANDING AT [AIRPORT X], CREW IS OFTEN INSTRUCTED TO KEEP PLANE AHEAD IN VIEW AND PROCEED WITH LANDING. THE PROBLEM WITH THIS PRACTICE IS COMPOUNDED BY CONSTANTLY POOR VISIBILITY.
AIRPORT X - PARALLEL RUNWAYS, VERY CONFUSING
MULTIPLE FREQUENCY, MONITORING SEVERAL FREQUENCIES AT ONCE,
APPROACH ARRIVAL AND CONTROL INTO LOCATION X IS VERY SERIOUS SAFETY PROBLEM ,IF YOU ASK THAT QUESTION YOU WILL SEE IT'S A VERY SERIOUS PROBLEM
RUSH TO COMPLY AND AIRCRAFT PUSHING;
FATIGUE QUESTIONS
EMPLOYEE MAORALE
CREW REST REQUIREMENTS FLYING DURING THE NIGHT
CREW FATIGUE,FREQUENCY CONGESTION
LANGUAGE DIFFICULTIES THROUGHOUT ASIA
R SAID MISREADING OR READBACKS OF VECTORS AND ALTITUDE
GATE SECURITY IS STILL LACKING IN SOME AREAS, AND OVER DOING IN OTHER AREAS.
CREWMEMBER FATIGUE
CREW FATIGUE IS AS BIG AS ANY ISSUES IN THIS SURVEY
PILOT FATIGUE. LEADS TO PROBLEMS DOWN THE ROAD. FREQUENCY CONGESTION. OVERCROWDED AT
QUESTION ABOUT DATA LINK ATC SHOULD BE ADDED
ATC WORKLOAD
ARRIVAL AND DEPARTURES FROM BUSY HUB TERMINAL AREA FREQUENCY CONGESTION, VECTORING INTO FLIGHT PATHS AT BUSY HUB, USE OF VHF ON OVERSEAS FLIGHTS,
THE ARMED PILOTS SCENARIO THAT HAS BEEN BROUGHT UP IN CONGRESS IS OBNOXIOUS, FOR NOT TRYING TO MAKE THE COCKPIT IS AS SAFE AS IT COULD BE.
NEED TOHAVE CPDLC AT ALL AIRPORTS IT MAKES FOR LESS CONGESTION.
NORTHEAST CORRIDOR IS COMPLICATED FLYING IFR. AIRSPACE SYSTEM AROUND [LOCATION X] HAS BECOME MORE COMPLICATED
COCKPIT SECURITY, VIDEO SURVEILLANCE SYSTEMS, SELF CONTAINED COCKPIT SYSTEMS

D3A
R SAID THERE IS A LOT OF MISCOMMUNICATION WITH INTERNATIONAL FLIGHTS DUE TO ATC LACK OF THERE LIMITED ENGLISH
TERRAIN CLEARANCE
WHAT IS THE COMPLIANCE LEVEL WITH THE COCKPIT DOOR PROCEDURES?
CREW COMMUNICATIONS-RELATIONSHIPS. EASY TO GET COMPLACENT. ALSO CREWMEMBERS WHO DON'T GET ALONG WITH EACH OTHER.
FLYING AROUND SLOW MOVING AIRCRAFTS, TOO MANY PLANES FOR AIRSPACE
THE INABILITY TO OBTAIN HIGHER ALTITUDE OVERALL BECAUSE OF TRAFFIC CONGESTION
THIS IS IN REGARD TO CARGO PILOTS. R THINKS THERE SHOULD BE MORE SECURTY CHECKING VERY LARGE BOXES
INCONSISTENT ATC INSTRUCTIONS PERTAINING TO ARRIVALS
SOMERIMES SIMILIAR CALL SIGNS CREATE COMMUNICATION PROBLEMS
SLOWING THE AIRCRAFT FURTHER OUT
CLEARANCE CHANGES AT AIRPORT X DO NOT ALLOW PILOTS TO PLAN LANDINGS PROPERLY
ENGLISH IS A PROBLEM FOR SOME SOUTH AMWERICAN CONTROLLERS, USING TECHNICALLY CLEARANCES, THREASHOLD LANDING LIGHTS
R SAID THAT THE FAA CAME OUT WITH REST PERIODS. THE REST PERIODS ARE UNFAIR. EX R HAS REST TIME FROM 5PM TO 2PM@ SAYS HARD TO SLEEP AT THAT TIME @ THEN GETS CALLS TO BE AT AIRPORT AT 2PM.HARD TO SLEEP FROM 5PM TO2PM
PILOT FATIGUE AND SCHEDULING
GROUND HANDLING AND APPROACH VERY BUSY ON ATC FREQUENCY. NO READBACKS GIVEN
RUNWAY INCIURSIONS
PILOT FATIGUE
SECURITY QUESTIONS,EG, WHAT TYPE OF BAGGAGE CHECK WAS DONE BEFORE BOARDING FOR PILOTS, MAINTENANCE CREW AND OTHERS THAT WORK AROUND THE AIRCRAFT; AS WELL AS, CARGO CHECK
FATIGUE, A LOT OF NIGHT FLYING
THE PROTECTION OF CLASSIFIED DATA PERTAINING TO PAPER REVISIONS. CREW MEMBERS NEED TO BE MORE AWARE OF THE DESTRUCTION OF THIS SENSITIVE SECURITY DATA AS DIRECTED
LACK OF STANDARDIZATION IN ATC COMMUNITY IN RESECT NOT PROCEDURES BUT METHOD OF OPERATIONS--DAY TO DAY SOME AIRPORTS HAVE ATC THAT DON'T HAVE SAME PROFESSIONAL WORK STANDARDS. END OF DUTY DAY(APPROACH AND LAND) TENDENCY TO BE TIRED AT CRITICAL TIME
PRM APPROACHES,SIMULATOR TRAINING VS VIDEO TRAINING
CROSSING RUNWAYS WITHOUT CLEARANCE, SOME AIRPORTS HOLD SHORT LINES ARE MUCH IMPROVED. 12,000 AIRPORTS ONLY 400 HAVE FULL TIME TOWER OPERATORS. QUICKER RESPONSE TO REPAIRS ILS. SAFETY IS A JOKE NO PROBLEM IN GETTING INTO AN AIRPORT.
CREW FATIGUE CAUSED BY EXCESSIVE LONG DUTY DAYS.
R SAID THERE IS NO TCASIN CARGO PLANES ANDCREW FATIQUE
TRAFFIC CONGESTION
GROUND CLEARANCES & OPERATIONS SHOULD BE MORE EMPHASIS ON THAT AND OPERATIONS. THEY NEED SOME HELP WITH ENHANCING SITUATIONAL AWARENESS AND GROUND NAVIGATION ON UTILIZING COMPONENT X (EX. RUNWAY OCCURRENCES, GROUND NAVIGATION IN POOR LIGHTING IN AIRPORT X
CREW FATIGUE
CREW REST
LOSS OF RADIO COMMUNICATION
ADEQUATE REST AND CIRCADIAN RHYTHM
PILOT FATIGUE
FREQUENCY CHANGES -TOO MANY OF

D3A
TO MANY AUTHORIZED ARMED INDIVIAUALS- PEOPLE CARRYING WEAPONS WHEN THAT CARRIAGE IS UNNESSARY FOR THE FLIGHT
TRAFFIC CONGESTION
THE MARKERS FOR RUNWAYS DURING LOW VISIBILITY COULD BE SO MUCH BETTER AS IT RELATES TO RUNWAY INCURSIONS.
CREW REST-FATIGUE FACTOR & TCAS PROBLEMS IN LOCATION X AREA , INTERNATIONAL FLIGHT PROBLEMS WITH SETTINGS
CONTROLLERS VERY OFTEN DO NOT LISTEN TO READ BACK FROM PILOTS
CREW COORDINATION IN REGARDS TO RADIO COMMUNICATIONS
TAXIWAYS NEED TO BE MORE CLEARLY MARKED
CORPORATE GREED AND PUSHING-CUTBACKS, PUSHING SCHEDULES
FREQUENCY CONGESTION
HOW DO THEY FEEL WITH ALL THE LITTLE JETS? HAVING MORE LITTLE AIRPLANES INSTEAD OF MORE BIG PLANES WILL THAT LEAD TO MORE TRAFFIC CONGESTION.
BLOCK FREQUENCY TRANSMISSION AT HIGH DENCITY AIRPORTS- TOO MANY AIRCRAFTS ON 1 FREQUENCY
LAND HOLD SHORT, THE NEW CLOSE AND PARALLEL APPROACHES SYSTEMS ARE QUITE DANGEROUS-THE AIRLINES ARE LOOKING FOR MAX PROFIT BY USING SMALLER AIRPLANES AND WASTE A LOT OF RESOURCES
INDUSTRY DIES DO EXCELLENT JOB BUT 1 EXCEPTION--FATIGUE +ALL NIGHT FLIGHTS + 3AM GET-UPS. FATIGUE + IRREGULAR HOURS IS THE MOST PRESSSING ISSUE
CHANGING THE CLEARANCE JUST BEFORE TAKEOFF, PARTICULARLY AT AIRPORT X AREA
TIME SPAN
TAXI SIGNAGE IS A PROBLEM, GROUND MOVEMENT
CREW REST WHILE ON RESERVE
OVERLOADING ATC WHEREIN NORMAL ATCV CLEARANCE ROUTING IS UNAVAILABLE I.E., CENTER SHUTDOWN.
THE WAY THAT CREWMEMEBERS ARE TREATED BY SECURITY IS VERY UPSETTING.
ATCARE OVERLOADED
[AIRPORT X] OPERATION-UNSAFE ENVIRONMENT
SAFETY ABOUT HAVING TOO MANY AIRPLANES IN THE AIRSPACE SYSTEM AS IS NOW THE CASE
MAINTENANCE PROBLEMS , MINIMUM EQUIPMENT LIST (MEL)
NEED A LISTING OF SAFETY REPORTS SO THAT PILOTS CAN LEARN FROM OTHERS PILOTS MISTAKES
FREQUENCY CONGESTION IN THE NORTHEAST.
SPACING BETWEEN AIRCRAFT IS A PROBLEM W-TAKE OFF & LANDING. USING SM AIRPLANES CREATE TRAFFIC JAMS. AIRCRAFT MAINTENANCE NOT RELIABLE!
CROWDED SKIES
NOT IN THE US, LANUGAGE BARRIER ABROAD IN ASIA
A LOT MORE AIRCRAFT TYPE X'S FLYING AT A HIGH ALTITUDE ,DELAYS W-LARGER AIRCRAFT CAUSING THEM TO SLOW DOWN , TRAFFIC CONGESTION, CONSIDER OPERATING AIRCRAFT TYPE X'S ON A LOWER ALTITUDE BECAUSE THEY DON'T GO AS FAST AS LARGE AIRCRAFT
[AIRPORT X] MADE THEM LAND AT A RUNWAY WITH A VISUAL WIND GUST FONT
TSA IS A WASTE OF TIME AND MONEY, THE MINDSET OF CREW AND PASSENGERS IS WHAT KEEPS THE AIRPLANE SAFE. CONGESTION IS TOO HIGH IN SOME AIRPORTS BECAUSE ATC IS NOT AS EFFICIENT AS THEY COULD BE
ATC ON MULTIPLE FREQUENCIES
FATIGUE OF PILOTS
AIR TRAFFIC CONTROLLER QUESTIONS AND CONGESTIONS, MORE CONFUSED CLEARANCES, UNNECESSARY VECTORING

D3A
ATC REQUEST TTO LAND ON RUNWAY IN A DOWNWIND CONDITION WHEN OTHER RUNWAYS ARE AVAILABLE; ALSO ATC REQUEST TO LAND ON RUNWAY WITH HEAVY CROSSWIND WHEN OTHER RUNWAYS ARE AVAILABLE
PRE-DEPARTURE CLEARANCES WITH CONFLICTING INFORMATION AND POOR FORMAT
FEDERAL FLIGHT DECK OFFICER NOT INITIATING-TRAINING PILOTS EXPEDITIOUSLY ENOUGH
REGIONAL JETS FLY TO SLOW INCOMPATIBILITY WITH LARGER COMMERCIAL JETS
DISTRACTION BY ECONOMICS OF INDUSTRY
ATC USING MULTIPLE FREQUENCIES
CREW FATIGUE
AIRCRAFT ON RUNWAY AT NIGHT WHEN LANDING-HARD TO SEE, EVEN W-LIGHTS ON
LANGUAGE BARRIERS IN FOREIGN COUNTRIES.
TOO MANY AIRPLANES FLYING IN THE SYSTEM AT THE BIG HUBS
YOU'VE GOT TOO MANY PLANES IN THE SAME SPOT AS X YEARS AGO--FLOW PROBLEMS HAVEN'T IMPROVED
ATC HAS AN IMPATIENT WAY OF DEALING WITH PILOTS, I
TRAFFIC SEPARATION-SPEED ADJUSTMENTS
TCAS IS NOT REQUIRED ON CARGO AIRCRAFT-THAT IS RIDICULOUS; RUNWAY MARKINGS OVERSEAS, ESPECIALLY [AIRPORT X], NEED TO BE IMPROVED
CONTINUED PILOT FATIGUE WHICH COMPROMISE SOUND JUDGEMENT.
CONTROLLERS WORKING SEVRA;L FREQUENCIES TO KNPOW WHEN THEY ARE ABLE TO RESPOND. TWO FREQUENCIES SO PILOPTS ARE NMOT AWARE
TRAFFIC CONGESTION
STANDARDIZATION OF CROSSING RUNWAYS
ASK ABOUT COMMUNICATIONS WITN ATC WHEN THEY'RE WORKKING WITH 2 DIFF SECTORS AND HAVING CONTROLS ISSUE BEFORE AT A SLOW ENOUGH TAXI SPEED; ATC BEING OFFLINE WHEN THE PILOT IS TRYING TO
MISCOMMUNICATION
ATC INTERVENTION IS COMPLICATING AMOUNT OF INFORMATION OVER THE RADIO, AIRPORTS DON'T SEEM TO UNDERSTAND IMPORTANCE OF LONG-DISTANCE FLIERS EASIEST WAY TO LAND
LOTS OF TRAFFIC CONGESTION-COMMUNICATIONS--ARRIVALS-DEPARTURES
SECURITY
COMMUNICATIONS, FREQUENCY CONGESTION, COMPANY COMMUNICATIONS, RELY VERY MUCH ON ACARS, COMPUTERS WERE DOWN, GOP-AROUNDS BECAUSE OF SO MUCH TRAFFIC, SPEED DIFFERENTIAL COMPLICATES TRAFFIC CONTROL
CREW FATIGUE
HIGH SLAM DUCK APPROACHES IN THE AIRBUS, KEPT HIGH BY APPROACH CONTROL IS A PROBLEM
GROUND CONTROLLER GIVING SO MANY INSTRUCTIONS TO SO MANY PLANES, HARD TO GET A WORD IN
WHEN U.S GOES TO RVSM AND TCAS ALERTS THAT ARE DIFFERENT FROM A.T.C INSTRUCTIONS
ALCOHOL BEING SERVED TO PASSENGERS IS BECOMING A SERIOUS PROBLEM
LENGTH OF RUNWAY, APT BLDGS TOO CLOSE, ALL AIRPLANES SHOULD GO THE SAME SPEED
AMENDING DEPARTURE CLEARANCES RIGHTAFTER DEPARTURE AND AMENDING DEPARTURE CLEARANCE PRIOR TO TAKE OFF
GPS AS FAR AS NAVIGATION, NO TWO GPS'S THAT OPERATES THE SAME WAY ANYMORE, UNDER THE NEW GPS, THAT CAN GET YOU IN A WHOLE HEAP OF TROUBLE, I NOW HAVE TO GET IN THE COCKPIT TWO HOURS AHEAD OF TIME TO BE SAFE.
CLEAR AND HOLD SITUATIONS AT AIRPORT X, CONGESTION ISSUES AT LOCATION X AIRPORTS
TCAS NEEDE ON CARGO FLIGHTS
CURRENT FAA PRESSURE HAS CAUSED A TREND TOWARDS MORE SCRIPTED VERBAL PROCEDURES DURING CRITICAL PHASES OF THE FLIGHT (APPROACH & LANDING)

D3A
FAA IS A WORTHLESS AGENCY. DOES NOT SERVE THE AIRLINE INDUSTRY BUT SERVES ITSELF.
PEOPLE WHO DON NOT SPEAK ENGLISH SOMEWHAT FLUENTLY CAN INTERRUPT COMMUNICATION-USUALLY A
CONTROLLERS WORKING MORE THAN ONE FREQUENCY - THEY ARE TALKING ON YOUR FREQUENCY AND ANOTHER AND YOU DON'T HEAR THE OTHER PLANE ANSWER. IT IS VERY CONFUSING SOMETIMES.
A.T.C CONTROLLER WORKING MULTIPLE FREQUENCIES
COCKPIT SECURITY, SECURITY PROBLEMS WITH CHARTER AND CORPORATE AIRLINERS
FREQUENCY CONGESTION IS HIGH VOLUME AREAS, NAVAID IDENTIFIERS ARE DIFFICULT SOMEPLACES
AIR TRAFFIC CONTROLLERS ARE WORKING TOO MANY FREQUENCIES. OFTEN TIMES WE DO NOT GET THEM BECAUSE THEY ARE WORKING MULTIPLE FREQUENCIES ESPECIALLY IN HIGH DENSITY AREAS
TRAFFIC CONGESTION ON THE RADIO IS STILL A PROBLEM. BAGGAGE COMPARTMENT SECURITY IS A WORRY-WITH RESPECT TO TERRORISM THREATS.
MORE DETAILED QUESTIONS ABOUT HIGH AND FAST APPROACHES WHERE AND WHEN, PROBLEMS WITH NON STANDARD ENGLISH AMONG SOUTH AMERICA
TAXI CLEARENCES SHOULD BE GIVEN IN SEGMENTS LONG TAXI CLEARENCES THAT CROSS RUNWAYS CAN BE HAZARDOUS
SECURITY INSUFFICIENT ON RAMP, MAINTENANCE-RELATED QUESTIONS SUCH AS DISAGREEMENT BETWEEN PILOT AND MAINTENANCE
VECTOR THEM FOR AN APPROACH TOO MUCH. MAJOR AIRPORT RELY ON VECTORS FOR SPACING. IF YOU HAD COMMUNICATION LOSS.
ASKQUESTIONS ABOUT LAHSO
WHY DO WE CHANGE FREQUENCIES SO MUCH CROSSING THE COUNTRY? COMPONENT X HAS BEEN AROUND A LONG TIME
DIFFERENCES IN THE WAY FLIGHTS ARE HANDLED AT SOME AIRPORTS, E.G. [AIRPORT X] WHERE THEY TEND TO BRING LARGER AIRPLANES IN TOO CLOSE TO THE AIRPORT FOR FINAL APPROACH, MAKING IT DIFFICULT TO MANEUVER AND SLOW DOWN FOR LANDING
CONGESTION IN TERMINAL AREAS
R HAS NOTICED IN SOME MAJOR AREAS IE. [LOCATION X] THAT A.T.C. GIVES YOU A LOW ALTITUDE WHEN YOUR STILL TOO FAR FROM AIRPORT TO BE THAT LOW
HOW MANY TIMES HAVE THEY INCORRECTLY READ BACK AN INCORRECT READBACK FROM ATC. WILL THEY CATCH IT? ATC RADIO FREQUENCY IS VERY CONGESTED IN HUB AREA LIKE AIRPORT X, AIRPORT X.
IMPENDING LEGISLATION TO HAVE PILOTS FLY BEYOND AGE 60 AT THE FLIGHT CONTROL
WAKE TURBULANCE SEPERATION
POOR COMMUNICATIONS PROBLEMS OVER THE ATLANTIC; OLD TECHNOLOGY
FATIGUE AND SCHEDULING PROBLEMS, ON DUTY TIME
SECURITY PROCEDURES IN AIRPORTS SHOULD BE STANDARDIZED THROUGHOUT THE COUNTRY AND A NATIONAL ID IDENTIFYING PILOTS.
SECURITY MEASURES ONBOARD SPECIFICALLY COCKPIT AND CABIN CREW PROCEDURES
PILOT FATIGUE.
CREW REST - FLIGHT COORDINATION
ON INTERNATIONAL FLYING, UNABLE TO FULLY UNDERSTAND ATC ENGLISH; [LOCATION X] , [LOCATION X], [LOCATION X]. [LOCATION X]
PILOT FATIGUE
CONGESTION IN TERMINAL AREA; PARALLE MONITORING PROCEDURES BY FAA; RADIO CONGESTION IN THE TERMINAL AREA; SCRUTIONY OF AIR CREW;DAYTIME FLYING IN NORTHEAST US,TOO CONGESTED.
CREW FATIGUE AND CREW TRAINING ARE TWO OF THE BIGGEST ISSUES.
PILOT FATIGUE,INTERNATIONAL REST RULES

D3A
CREWMEMBERS GO THROUGH TREMENDOUS AMOUNTS OF SECURITY BEFORE HAVING ACCESS TO THE AIRCRAFT. WHO CHECKS THE MAINTENANCE, CATERERS, FUELERS BEFORE THEY ARRIVE AT THE AIRCRAFT.
CRM ISSUES
ABOUT HOW BUSYBECAUSE OF GROUND OBSTRUCTION. R FEELS VERY RUSHED
PILOT FATIGUE
FREQUENCY CONGESTION, HIGH USE AIRSPACE CONGESTION, PLANES WITHOUT GPS CAUSE PROBLEMS WITH ORIENTATION TO FIELDS
PILOT FATIGUE- OPERATING OFF REGULAR TIME ZONES, NIGHT FLIGHTS, ETC
STAYING WITHIN COMPANY PARAMETES AND ATC REQUIREMENTS SOMTIMES CREATES A PROBLEM. STABILIZED APPROACH FRITERIA IS JEPARDIZED BY SPEED ASSIGNMENTS
CREW REST. LANDING AND HOLD SHORT ISSUES. PARRALLEL -OR SPACING ON RUNWAYS.
FREQUENCY CONGESTION
AIRPORT MARKINGS AND STANDARDIZATION OF THE AIRPORTS. SOMETIMES DIFFICULT TO SEE BECAUSE THEY ARE NOT MAINTAINED. BIGGEST ISSUE IS STANDARDIZATION.
AIRPORT CONGESTION
WE NEED TO HAVE THIS SYSTEM CONTROLLED BY AVIATION. NOT BY THOSE THQAT HAVE A POLITICAL POINT TO GET ACROSS. WE HAVE THE BEST AVIATION SYSTEM HERE IN AMERICA THA ANY WHERE ELSE.
THERE IS A GREAT DEAL OF NOISE ABATEMENT IN LOCATION X. ANOTHER PROBLEM OF TO MANY AIRPLANES ON RUNWAY (VERY DANGEROUS)
PREVIOUS NASA STUDIES ON DUTY PERIODS & AIR CREW REST HAVE NEVER BEEN PUBLISHED. GUIDELINES FOR CREW REST & DUTY PERIODS ARE NOT PROPERLY ENFORCED BY DOT OR FAA. ALSO, RUNWAY INCURSIONS ARE NEVER ADDRESSED.
FATIGUE OF CEW
MORE AND MORE CONGESTION
I'D LIKE FOR YOU TO ASK PEOPLE WHAT THEY THINK OF VNAV APPROACHES.
LACK OF SEPARATION BEHIND HEAVY AIRCRAFT [AIRPORT X] IS GETTING VERY LAX ON CLEARING FOR TAKE OFF AND LANDING
GPS INTEGRATION
FLOW OF COMMAND CENTER--RELAY TO PILOTS WHEN THERE IS INCREASED SPACING AND FLOW CONTROL. PLAN ACCORDINGLY IF DELAYS, ETC.
IS THE AIR TRAFFIC SYSTEM CONGESTED OR HOW CONGESTED DO THE PILOT THINKS IT IS
FREQUENCY CONGESTION DURING WEATHER
APPROACH CONTROLLERS ALWAYS TRYING TO GET ACCEPT VISUAL APPROACHES
NEED QUESTIONS RE FLYING PLANES WHERE AIR WORTHINESS IS IN QUESTION; WHERE MAINTENANCE IS NEEDED; MULTIPLE M.E.L.'S ON THE PLANE
REGIONAL JETS SPACING VS. LARGE JETS
CREW FATIGUE
T CAS PROBLEMS
THE CONTROLLERS ARE CONTROLLING TOO MANY FREQUENCY CAUSING CONFUSION ON OUR FREQUENCY.
RUNWAY INCURSIONS,AIR TRAFFIC SEPERATION
CREW REST AND TIME LIMITATIONS FOR THE BACKSIDE OF THE CLOCK, INTERNATIONAL LEG PROBLEMS
INABILITY TO COMMUNICATE EFFECTIVELY WHILE OVERSEAS TRAVEL HF IS NOT WORKING, MORE QUESTIONS ABOUT FATIGUE ISSUES, OVERWEIGHING PLANES WITH FUEL TO BURN OFF OPERATIONAL PROBLEMS
SEE REMARK - PILOT SAYS FEEL FREE TO CONTACT HIM TO DISCUSS HIS CONCERNS. HE HAS BEEN TRYING TO GET ATTENTION TO THESE MATTERS FOR THE PAST TEN YEARS.
GUNS IN YOUR COCKPIT

D3A
TOO MUCH RELIANCE ON TECH FOR PILOTS SITITWATIONAL AWEARNESS
HOW DO YOU FEEL ABOUT ARMING COCKPIT CREW? I'M FOR IT. IT NEEDS TO BE DONE FOR SECURITY PURPOSES. (ENTIRE STATEMENT SAID BY PILOT)
CREW FATIGUE
R SAID ASK QUESTIONSABOUT WHEN CREWMEMBERS WERE INTENTIONLLY DISTRACTED
TIMES AMT OF FLOW IN SOME AIRPORTS ATC GET TOO BZ AND NOT GET FEEDBACK FROM ATC CAN CAUSE PROBLEMS AT BZ AIRPORTS. PRMS AND CAPACITY ENHANCEMENTS SHOULD BUILD MORE RUNWAYS OR BETTER
PILOTS FATIGUE
LANDING & HOLD SHORT- LA&HS, NEEDS TO BE INCLUDED IN SURVEY. THE BUSY AIRPORTS ARE USING THIS FOR INTERSECTING RUNWAYS.
INSUFFICIENT ATC CONTROLLERS IN HIGH DENSITY AREAS RESULTING IN UNDUE COMMUICATION DELAYS, ETC. ATC [AIRPORT X] CENTERS ARE VERY INFLEXIBLE WITH THEIR ROUTING, WITHOUT ANY APPARENT REASON OTHER THAN "IT'S THE WAY WE DO THIS"
CORP JETS SHOULD BE REQUIRED TO MAINTAIN SPEEDS
DO YOU FEEL THE SECURITY OF YOUR AIRCRAFT COULD BE INCREASEDSIGNIFICANTLY IF SO WOULD RECOMMEND THE FOLLOWING MEASURES: REINFORCE- COCKPIT DOOR- DEFENSIVE WEAPONS IN THE COCKPIT: SKY MARSHALS ON MOST FLIGHTS: ENCOURAGEING RIDERSHIP BY OTHER AIRLINE A.C.
BIGGEST CONCERN IS CONTROLLERS HAVING TO DEAL WITH SEVERAL FREQUENCIES AT ONCE AND NOT BEING ABLE TO RESPOND TO CREWMEMBERS TIMELY; CONTROLLER OVERLOAD.
CONTINUITY OF THE SYSTEM(UNIFORMITY OF THE SYSTEM)VERY STRONG CONCERNS ABOUT ST. LOUIS AIRPORT MOST DANGEROUS AIRPORTS IN THE SYSTEM
A T C IS OVER BURDEN
GO INTO QUESTIONS LIKE AIR SPACE SATURATION (LOCATION X AND LOCATION X)
FREQUENCY CONGESTION IS A BIG PROBLEM-CONTROLLERS OFTEN DO NOT GIVE THE CREW A CHANCE TO RESPOND OR ASK FOR CLARIFICATIONS
FREQUENCY CONGESTION ON A ROUTINE DAY AND TRAFFIC AT ONE TIME
YOU SHOULD HAVE THE UNREQUESTED CLEARANCE CHANGE BE WITHIN 30 MILES OF THE RUNWAY THRESHHOLD, ESPECIALLY AT [AIRPORT X]
COCKPIT DOORS THAT ARE PINNED ARE DANGEROUS TO PILOTS WHO MAY HAVE TO EVACUATE THE PLANE. THIS ISSUE NEEDS TO ADDRESSED BECAUSE THE DOOR CANNOT BE USED AS AN EMERGENCY EXIT.
SHOULD SCREEN BAGS THAT ARE CHECKED. TWO DOORS WOULD BE BETTER THAN ONE.
ASK QUESTIONS :1.HAVE YOU EVER LANDED ON A RUNWAY WITH A TAILWIND GREATER THAN THE OPERATIONAL LIMITATION OF YOUR AIRCRAFT,#2. HOW MANY TIMES HAVE YOU HAD TO MAKE A GO-AROUND DUE TO POOR SPACING ON SHORT FINAL.
REQUESTS FOR AIRSPEED CHANGES BY ATC SHOULD BE SEPARATED OUT BECAUSE IT IS REQUESTED FREQUENTLY.
SASK ? HOW MANY TIMES HAVE YOU HAD T CAS ALERT WITHIN A 1000 FT DURING A CLIMB OR DECEND TO A NEW ALTITUDE.
FATIGUE
INFLIGHT COCKPIT DEFENSE
GROUND HOLDS- STOPS, CONGESTED AIRSPACE
CONGESTED AIRSPACE,SEPERATION IN THE TERMINAL AREA
LANDING AND HOLDING SHORT,
I HAVE CONCERNS ABOUT THE WAY THE ATC SYSTEM WORKS-THE WAY THE CONTROL CENTER IN [LOCATION X] MAKES DECISIONS REGARDING THE WEATHER THAT'S NOT TIMELY OR ACCURATE-IT SHOULD BE PUT IN THE HANDS OF THE PILOT

D3A
IN THE TERMINAL ARE & CRUISE ALTITUDE THE BIGGEST PROBLEM SEEMS TO BE THE INCREASING CONGESTION. IT APPEARS THAT IT WILL BE THE NEXT BIG PROBLEM . FREQUENCY CONGESTION IN CERTAIN TERMINAL AREAS IS BEGINNING TO BE RIDICULOUS. SLEEP DEPRIVATION IS A PROB
HF RADIO AND RADIO CONGESTION
I FEEL SOME OF THE REGULATIONS THAT REGULATE FLIGHT TIME VERSUS CREW TIME ARE A BIT OPTIMISTIC AND SOMETIMES RIDICULOUS AT TIMES. SITTING 7 HOURS IN A FLIGHT DECK IS THE SAME WHETHER YOU HAVE BEEN FLYING IN THE US OR OUTSIDE OF THE US. THE 8 HOUR LIMIT DO
FAA CREW DUTY LIMITATIONS
WEATHER-UPDATED WEATHER IN COCKPIT IS 20 YEARS BEHIND. NEED TO GET CURRENT WEATHER ESPECIALLY RADAR-STORMS IN THE AREA. NEED SUMMARIES TO AIRCRAFT. IN LAST 3 WEEKS HAD PLANE WITH NO TCAS. STILL SEND OUT PLANES WITH NO TCAS
HAVE TROUBLE WITH CONTROLLERS WORKING MULTIPLE FREQUENCY, NASA WEBSITE HE GETS CALL BACK BULLETIN - WAS TRYING TO RESPOND TO IT BUT COULDN'T SUBMIT IT BECAUSE IT WAS A LOT OF COMPUTER QUESTIONS HE DIDN'T UNDERSTAND. AVIATION REPORTING SYSTEM DIFFICULT TO
R SAID LOTS OF PROBLEMS AT [AIRPORT X] IN REGARD TO CONSTANT CLEARANCE CHANGE.. [AIRPORT X] ALSOHAS SHORT RUNWAYS SO THERE ARE LOTS OF SLAM DUNK APPROACHES. R ALO SAID WITH THE INCREASE OF DENSITITY THIS IS CAUSES MORE PROBLEMS,
ATC OVERLOAD-TASK SATURATION
PIT.SHORTEN THE INTERVIEW.DIVIDE THE QUESTIONS BETWEEN 2 OR 3 PILOTS. HARD TO DO20 MIN.
ALMOST EVERY TIME YOU GOT TO AIRPORT X THEY CHANGE THE ARRIVAL AND TRYING TO REPROGRAM THE ARRIVAL, WHY CAN'T THE COORDINATE ARRIVAL AND RUNWAY ASSIGNMENT
SECURITY-DOORS ,HAVE KEYS
AIRSPACE BETWEEN LOCATION X AND LOCATION X CENTER IS SO SATURATED ,THE WORKLOAD FOR CONTROLLERS IS LOSING SITUATIONAL AWARENESS
HAVE YOU EVER BEEN CLEARED TO CROSS A RUNWAY WHERE SOMEONE ELSE WAS CLEARED TO CROSS
ATC HAVING AIRCRAFT CROSS BEHIND HEAVY JETS AT CRUISE W- LESS THAN 10 MILE SEPARATION- COCKPIT SEAT COVERS: NUMEROUS HOLES IN SEAT-HEADREST COVERS-SAFETY COMPROMISED FOR FIRE- FUME SAFETY- DURING CLIMB BANGING NOISE NEAR REAR GALLEY.YAW FELT IN COCKPIT .
PILOTS ALLOWING A.T.C TO MAKE DECISIONS FOR THEM CONCERNING TRAFFIC AVOIDANCE , RUNWAY TURNOFFS, TAKING ACTIVE RUNWAYS, CROSSING RUNWAYS WITHOUT MAKING DECISON FOR THEMSELVES AND MAKING SURE ITS SAFE BASED ON WHAT THEY SEE
HOLD SHORT
FAA AGE 60 RULE
INADEEQUATE SERVICES WITHIN RADAR COVERAGE, PARTICULARY BETWEEN DIFFERRENT TYPES OF AIRCRAFT
THEY NEED TO ASK PILOTS WHEN THEY'VE HAD THEIR EYES CHECKED AND BY WHOM BECAUSE PILOTS ARE FUDGING THIS INFORMATION, THEY SHOULD ADMINISTER THE EYE TEST AS THEY DO THE DRUG TESTS ETC.
NEW PARTS THAT FAIL -MALFUNCTION
CENTER CONTROLLERS WORKING SEVERAL DIFFERENCE FREQUENCIES AT ONCE, DID YOU EXPERIENCE A CLEARANCE CHANGE THAT WAS NOT WELCOMED,
ATC FREQ CONGESTION DUE TO FREQ CHANGES-
CONTROLLER WORKLOAD AND FREQUENCY SATURATION ARE TWO BIG PROBLEMS.
OVERALL CONGESTION OF CERTAIN AIRPORTS
[AIRPORT X] HAS NO FEEDBACK JUST GIVES INSTRUCTIONS
DISTRACTION DUE TO EXCESSIVE TRAFFIC AT AIRPORTS
RUNWAY INCURSIONS ARE A PROBLEM
A CONTROLLER WORKING MULTIPLE FREQUENCIES LEAD TO CONFUSION ON HIS PART,

D3A
TOO MANY FREQUENCY CHANGES
RNAV APPROACHES ARE A PROBLEM IN [AIRPORT X]
FATIGUE ISSUES
PILOT FATIGUE-GETTING UP AT EARLIER HOURS
HIGH ATC WORK LOAD IN THE TERMINAL AREA AND ON THE GROUND
SPACING ON FINAL APPROACH GETTING SHORTER--AIRCRAFT TYPE X PROBLEM WITH WAKE TURBULANCE AIRPORT X + AIRPORT X GETTING TIGHT-MAY HAVE TO GO AROUND. NEED COMPONENT X
FATIGUE, DUTY PERIOD LIMITS THE TIME OF ACTIVITY ON THE CLOCK , THERE IS NO TIME TO ADJUST TO SHIFT CHANGE THERE ARE MANY COMBINATIONS OF FATIGUE FACTORS, DUTY LIMITS
LOCATION X--SEEM TO BE OVERLOADED.
SIMILAR CALL SIGNS ARE ASSIGNED TO MULTIPLE FLIGHTS ARRIVING AND DEPARTING AT THE SAME TIME ,ALSO SCHEDULES OFTEN CONTAIN CIRCADIAN RHYTHM DISRUPTION
AUTOMATED AIRCRAFT -ATC HANDLING UPDATES- PILOT -ATC COMMUNICATION DURING FINAL APPROACH
NOTAM AND WEATHER BRIEFING NEED TO BE MADE IN PLAIN LANGUAGE
AIR TRAFFIC CONTROL
SLEEP DEPRIVATION NOT BEING ADDRESSED FOR LONG-LEGS INTERNATIONAL FLYING, E.G., PILOT FATIQUE LEADING TO SAFETY PROBLEMS
FLYING THE AIRCRAFT OUT IN THE SYSTEM IS NOT A PROBLEM, LITTLE THING LIKE THE GROUND AND THE TERMINAL ARE MY CONCERNS
AIR TRAFFIC CONTROL SYSTEM NEEDS TO BE UPDATED; GIVE THEM NEW COMPUTERS
PLANNING, PREPARING FOR & EXECUTING ONEROUS AMT OF POLICIES IMPLEMENTED ON TOP OF OUR W0RKLOAD; CHALLENGES TO CAPTAIN'S AUTHORITY [EVENT X] RE SECURITY ISSUES & FLIGHT OPERS IN GEN'L BY TSA, FAA & COMPANY;
PRM APPROACHES AND VISUAL APPROACHED WITHOUT ADEQUATE SPACING. VECTORING OFF OF STARS AND STIM TO ALLOW MORE PLANES IN A ALREADY CONGESTED AREA. TAXING INSTRUCTIONS IN LOW VISIBILTY AND NO METHOD OF DIRECTING TRAFFIC . MIXING OF JET AIRCRAFT WITH A SLO
THE QUESTIONS SHOULD GO OUT OF THE LAST 60DAYS, MAYBE THE LAST 6 MONTHS
A.T.C ENROUTE FREQUENCY CONGESTION
60 DAYS IS A NARROW WINDOW
PILOT DOESNT LIKE INTERNATIONAL RULES WHERE HE HAS TO FLY LONGER LEGS THEY ARE MADE TO FLY LONGER HOURS
FREQUENCY CONGESTION ISSUES AT AIRPORT X
INTERNAL ATC-FAA COMMUNICATIONS
ASK ABOUT INTRUSIONS INTO THE COCKPIT AS A RESULT OF EVENT X, SUBSET - THE DOOR LEFT UNLOCKED - DID PASSENGER OPEN IT BY MISTAKE, DID FLIGHT ATTENDANT LEAVE IT OPEN BY MISTAKE
ATCPROCEDURE REGARDING IN ROUTE CLEARANCE AND SEPARATION OF OTHER CIRCUMSTANCES
THE BIGGEST SAFETY PROBLEM INTERNATIONALLY IS COMMUNICATIONS
PILOT DUTY TIMES AND REST REQUIREMENTS ESPECIALLY FOR PILOTS THAT FLY AT NIGHT
VISUAL APPROACHES AND LANDING WHILE DEPARTURES ARE CONDUCTED ON THE SAME RUNWAY- VOLUME OF TRAFFIC IN CERTAIN AIRPORTS LANDING IN HOLD SHORT OPERATION- MARKINGS FOR TAXIWAYS AND RUNWAYS IN CERTAIN AIRPORTS
AIRCRAFT DE ICING ON THE GROUND, IT IS INADEQUATE , EVERY ONE KNOWS IT BUT NO ONE DOES ANYTHING ABOUT IT . BY THE TIME WE REACH THE END OF THE RUNWAY ITS LOST ITS EFFECTIVENESS OR THERE IS A QUESTION ABOUT IT THERE SHOULD BE A DEICING PROCESS AT THE END
TALKING AN AIRPLANE INTO FOLLOW ANOTHER AIRCRAFT INSTEAD OF VECTORING IN
ATC KEEPING AT HIGH ALTITUDES WITH SLAM DUNK APPROACHES. FREQUENCY CONGESTION TOO

D3A
PREPARING FOR GO AROUNDS ON NORMAL LANDINGS
HOW RUSHED WERE YOU ON SECOND APPROACH? AFTER GO AROUND
SEVERE WEATHER IN AIRPORT TERMINALS SHOULD DISCUSS FURTHER
ON THE GROUND TAXIWAY AND RUNWAY MARKINGS THERE STILL AN ISSUE-OVER SATURATIONS OF TERMINAL
COMMUNICATIONS AND FREQUENCY CONGESTIONS, LAST MINUTE CHANGES OVERSEAS (I.E. LOCATION X, LOCATION X, AND LOCATION X GETTING BETTER). PARTS OF EUROPE LANGUAGE PROBLEMS. AIRPORT SIGNS AND MARKINGS GETTING BETTER. LAST MINUTE CHANGES BORDER ON BEING UNSAFE.
PILOT FATIGUE, UNINFORCED DUTY TIME LIMITATIONS
2YEARS AGO THE FAA WAS SUPPOSE TO COME OUT WITH NEW RULES FOR CREW REST. BIGGEST COMPLAINT OF PILOTS ALL OVER
COMMUNICATION OVER WATER ROUTES
CREW FATIGUE-NIGHT FLYING
CREW DUTY TIME. FAA SAYS YOU CANT WORK MORE THAN 16 HOURS AND AIRLINES SAY THAT YOU CAN I THINK ITS UNSAFE TO WORK MORE THAN 16 HOURS
PILOT AND A T C PHRASEOLOGY
UPGRADING SOME OF THE CENTERS RADIO EQUIPMENT
CONSTANNTLY GIVEN INSTREUCTIONS WHILE ON LANDING ROLL. COMMUNICATING BY ATC WHILE ON ROLL BEFORE WE CAN LEAVE ACTIVE RUNWAY.
FATIGUE
MAINTENANCE WRITE-UPS THAT HIDE BIGGER PROBLEMS
MNGMNT STRUCTURE OF FAA NEEDS TO BE ADDRESSED-IMPACTS ON LINE PILOTS; ON 3 CREWMEMBER PLANES-THERE IS OVERVERBALIZATION OF NEEDED TASKS-PILOTS' ATTENTION IS THEN DIVERTED & SAFETY IS ADVERSELY AFFECTED-ONLE 2 CREWMEMBERS ARE REALLY NEEDED TO VERBALIZE
TIME LIMIT F-SURVEY COULD BE BROADER, ESPECIALLY PER REGION,LOCATIONS X, X, AND LOCATION X IS NOT AS CONGESTED ,
PROBLEMS WITH CONGESTION WITH REGIONAL PILOTS AS WELL AS LARGE CARRIERS, INCREASED CAPACITY TO REDUCE CONGESTION, UNREALISTIC SCHEDULING FOR AIRLINES , REDUCING SLOT CONTROLS, INCREASING SIZE OF JETS,WEATHER IN TERMINAL AREAS RELATED DELAYS
MORE A T C ?'S
HIGH USE IN TERMINAL AREA, INSTRUMENT CONDITIONS, HOLD IN WAITING AREA, ICING & FUEL CONCERN
HIGH CONGESTION AND COMMUNICATION
GROUND INTERRUPTS FOR PASSENGERS MISCONDUCT OR SECURITY CLEARANCE ON THE GROUND. IF HAVE PROBLEM AT GATE WITH PASSENGER IT FOLLOWS THEM INTO FLIGHT. AMOUNT OF AIRPLANE TRYING TO FIT IN AT THE AIRPORT.
I HATE THE FACT THAT ATC TRIES TO FLY THE PLANE, GIVE CLEARANCE FOR TAKE OFF WHILE ANOTHER PLANE IS ON THE RUNWAY, OR LAND WHILE ANOTHER PLAN IS TAKING OFF. ATC ARGUING WITH THE PILOTS WHILE TRYING TO LAND
SECURITY ISSUES
SOME ATC CONTROL CENTERS HAVE TOO FEW CONTROLLERS
CREW REST; DUTY REGULATIONS TO PILOTS.
THE 1000 FEET RESTRICTION NEEDS TO GO.
GET PILOTS THROUGH SECURITY AND GET ME A GUN
FLIGHT CREW DUTY LIMITATIONS
PROBLEM IN THE INSTRUMENT APPROACH TO A VISUAL APPROACH @ [AIRPORT X] NEEDS TO BE CHECKED

D3A
TRAINING ISSUE - AS THEY GET ENHANCEMENTS ON SYSTEMS THEY ARE NOT GETTING TIMELY TRAINING ON NEW TECHNOLOGY.
SECURITY ISSUES NEED TO BE ADDRESSED. 100% SCREENING OF ALL BAGS, ETC. R WOULD FEEL MORE CONFIDENT THEN.
PRM APPROACHES
NOISE ABAITMENT DEPARTURE PROCEDURES COMPROMIS SAFETY
FREQUENCY CONGESTION AND HOW TO DEAL WITH IT.
RADIO FREQUENCY CONGETION AT VERY BUSY AIRPORTS
TFR POSTED IN WORKING AREAS THAT CLASS E FLIGHTS ARE INTERFERING WITH, IGNORING NOTE-EMS
MORE QUESTIONS SLAM DUNK APPROACHES
FREQUENCY CONGESTION APPROACH + GROUND FREQUNCIES ARE SO CROWDED THAT Y OIU CAN'T TALK ON
WAKE TURBULENCE SEPARATION IS A PROBLEM.
HUMAN FACTORS- PILOT FATIGUE, CREW MEMBER DUTY DAYS AND ATC OVERTIME. TERMINAL CONGESTION IS AN INTRICATE DANCE.
FREQUENCY CONGESTION, CONGESTED AIR SPACE IN TERMINAL AREA
MORE QUESTIONS CLEARING RUNWAYS GOING FROM TOWER TO GROUND CONTROL, RUNWAY TRAFFIC ISSUES, PILOT FATIGUE
PROBLEMS WITH T-CAS ADVISORY
PILOT PUSHING --ATCTRYING TO KEEP US GOING FAST.CAN BE A PROBLEM WITH LESS EXPERIENCE. IN [AIRPORT X] IS SHORTEST RUNWAY IN OUR SYSTEM . NOISE ABATEMENT REQUIREMENTS. THEY WANT OUR SERVICE BUT THEY WANT IT QUIET TOO. SHOULD LIGHTEN UP. WANT TO LENGT
THE CONTROLLERS AT HIGH DENSITY ARIPORTS IN FOR EXAMPLE AIRPORT X, NEED TO SLOW DOWN WHEN PROVIDING CLEARANCES
WHEN A CONTROLLER IS OPERATING MORE THAN ONE FREQUENCY IS SAFTEY COMPROMISED? FAR EXCEPTIONS TCAS EQUIPMENT EXCEPTIONS, CONGESTION ISSUES, HAULING HAZARDAROUS MATERIALS
WHEN YOU'RE ON AN INSTRUMENT APPROACH SOMETIMES ATC WILL ASK US TO KEEP OUR SPEED UP ON OUR SHORT APPROACH OR FLY FAST TO THE MAKER AND THEN TRY TO SLOW DOWN--IT'S OK ON A VISUAL APPROACH BUT A LOT OF TIMES THEY'LL TRY TO HAVE US DO IT ON AN INSTURMENT A
RADIO CONGESTION IS A BIG PROBLEM-EVERYBODY STEPS ON EVERYBODY ELSE
FREQUENCY CONGESTION IN TERMINAL AREAS IS A BIG SAFETY CONCERN.
PILOTS NEEDS TO MAKE THE SURVEY QUESTIONS, BECAUSE THESE QUESTIONS ARE STUID, AND THE PEOPLE BEHIND THE DESK NEEDS TO BE GOING THE SURVEY.
ATC SYSTEM IS TENUOUS AT BEST; FREQUENCY CONGESTION IS A BIG PROBLEM
TALK ABOUT FREQUENCY CONGESTION TOO MANY PEOPLE ON ONE FREQUENCY AT ONE TIME
REROUTES DUE TO BAD WEATHER.
CONFLICTS THAT MAY HAVE OCCURRED REGARDING LAND AND HOLD-SHORT OPERATIONS; THE COMPLEXITY OF CHARTS USED BY PILOTS FOR SURFACE MOVEMENTS GUIDANCE AND CONTROL SYSTEMS AND THE HEAD-DOWN TIME REQUIRED TO READ THE CHARTS
AIRPORT SECURITY MEASURES ARE A JOKE. THERE ARE NO QUALIFYING-IDENTIFYING DIFFERENTIATIONS MADE BETWEEN CREWMEMBERS AND PASSENGERS.
FREQ CONGESTION & COMMUNICATION PROBLEMS WITH A.T.C.; AIR TRFC IS SO CROWDED & SO FAST THAT WHILE WAITING FOR A RESPONSE FROM ATC, WHILE LANDING, YOU'VE ALREADY GONE 10 MI. IT'S A 3 RING CIRCUS FOR ATC. FAA IS NOT FIXING THE PROBLEM -JUST POINTING BLAME.
ATC STAFFING & THEIR FATIGUE-POOR QUALITY OF THE ATC SYSTEM. LACK OF QUALIFIED MECHANICS-WILL SHOW UP IN YRS. TO COME. SCARIEST THING HAPPENING: -CREW FATIGUE, NEED GREATER FATIGUE MGMT.
PILOT NOT FLYING PUTTING THEIR FEET ON RUDDER PEDALS

D3A
ATC SWITCH TO 1 CONTROLLER THAT HANDLES MULTIPLE FREQUENCIES AT REDUCED LOAD TIME-NIGHT AND ALSO WHEN APPROACH IS SO CONGESTED OR HE ISSUES NON STOP CLEARENCES TO MANY PLANES THAT NO ONE CAN RESPOND TO
FLIGHT TRAINING
ATC CENTERS GIVE MULTIPLE FREQUENCIES
FATIGUE, FINANCIAL STRESS, GOVERNMENT SUPPORT, TERRORISM
THE [AIRPORT X] VISUAL APPROACHES-THE VISUAL APPROACHES TO RUNWAYS XX LEFT AND RIGHT AT [AIRPORT
ATC SHOULD BE UPGRADED ON THEIR EQUIPMENT AND TRAINING. ATC IS A WONDERFUL GROUP OF PERSONS BUT THEY ARE ASKED TO DO TOO MUCH WITH THE RESOURCES THAT THEY HAVE
NAT TRAFFIC MANAGEMENT DELAYS THAT GO AWAY,
TURMOIL IN THE INDUSTRY CREATING STRESS
FATIGUE ISSUES
INTERMIX OF AIRCRAFT TYPES. 2. AIR TRAFFIC GROUND FLOW.
NEW PRECISION RUNWAY MONITOR APPROACH IS NOT MY FAVORITE. HAVING TO TUNE TO TWO RADIO FREQUENCIES IS NOT GOOD. I DON'T FEEL IT IS A SAFER PROCEDURE AS I WOULD SEE. PILOTS CAN EASY GET INTO A NO TRANSGRESSION ZONE .
ASKB QUESTIONS ABOUT FEDERAL AIR MARSHALLS
CONTROLLER PILOT INTERACTION
R IS CONCERNED ABOUT EMERGENCY RESPONCES AT FOREIGN AIRPORTS
RADIO TERMINOLOGY AND LANGUAGE WITH ATC NEED TO BE MORE CONSISTENT. THERE IS TOO MUCH MUMBLING AND LACK OF CLARITY IN TRANSMISSIONS,ESPECIALLY CLEARANCES,FROM ATC.
DUTY TIMES AND CREW REST, ESPECIALLY INTERNATIONAL
ARMING THE PILOTS FOR CARGO FLIGHT
LANGUAGE BARRIERS FROM FOREIGN AIRPORTS,BASICALLY THE LOCATION X AND LOCATION X.
CREW FATIGUE.
ONLY THE AMOUNT OF TRAFFIC THAT'SA GOING TO BE AROUND WITH ALL OF THE REGIONAL JETS OUT THERE
AIR SPACE CONGESTION
FEDERAL MARSHALL PROGRAM, NO GUNS AT ANYTIME SHOULD BE ALLOWED IN THE CABIN OF THE PLANE. IF MARSHALL'S ARE ON OR OFF DUTY. THE TERRORIST COULD SEAT AND WAIT FOR THEM TO IDENTIFY THEMSELVES AND OVER POWER THEM TO GET THEIR WEAPONS. ONLY THE COCKPIT CREW
PILOTS SHOULD BE ABLE TO NAP IN COCKPIT
THE SMALL COMMUTER JETS WHICH CARRY VERY FEW JETS WHICH CARRY CROWDING IN THE SKY.
PILOT FATIGUE
LONG RANGE CREW MANAGEMENT,AND CREW REST BETWEEN FLIGHTS WHILE ON ASSIGNMENT
HAVING TO DO WITH ATC APPROACH AND DEPARTURE THAT CREATE PROBLEMS COMMUNICATION TRANSMISSIONS WHERE TWO PEOPLE ARE TAKING AT THE SAME TIME. CLEARANCE THAT KEEP YOU HIGH. US ALLOWED TO CLEAR MULTIPLE PLANES TO LAND TO RELIEVE CONTROLLER, IN [LOCATION X]
ATC IN AIRPORT X OFTEN DOES NOT PROVIDE ENOUGH ALTITUDE BELOW TO GET US TO THE AIRPORT SAFELY
TERRORIST RELATED QUESTIONS-ARE THERE ITEMS THAT SHOULD BE DONE TO PREVENT QUESTION, ARMED PILOTS ISSUES, FATIGUE QUESTIONS -WERE YOU FLYING WHEN YOU WERE TOO TIRED,
CONFUSION DURING TAXIING I.E. LACK OF TAXI SIGNS
REQUESTED RAPID DECENTS
CONTROLLER WORKING MULTIPLE FREQUENCIES
CREWMEMBER FATIGUE & LENGTH OF WKDAY
MAKING AIRCRAFT TOO AUTOMATED TODAY,E.G, ELIMINATING FLIGHT ENGINEERS-3 SETS OF EYES NEEDED AT SOME OF AIRPORTS

D3A
CONCERNED ABOUT UPCOMING US RVSM
INTERNATIONAL FLIGHT CREW REST TIME
HOW MANY TIMES HAS A CLEARANCE ISSUED BY ATC BEEN CONFUSING
SYSTEM TOO ANTIQUATED TO HANDLE CONGESTION, NEED FOR GROUND CONTROLLERS AT ALL X'S AT BUSY AIRPORTS, PRECISION MONITORED APPROACH NOT GOOD IDEA, INCR. DEPARTURE FLOW CONTROL, USE 1000' SEP. IF WEATHER ALLOWS
CREW FATIGUE
ATC CONTROLLERS USING DUAL FREQUENCIES WHILE IN THE TERMINAL AREA
TCAS
WHY EMPLOYEES THAT WORK FOR THE AIRLINE DON'T GO THROUGH SECURITY.
CREW FATIGUE, TIME ZONE CHANGES
APPROACH SPACING, CONGESTION AT MAJOR AIRPORTS
LIKE CALL SIGNS THAT ARE ALMOST IDENTICAL
THERE'S CONCERN IN THE LOCATION X AREA THAT PLANES HAVE TO CLIMB ALTITUDE IN A ROCKET-LIKE MANNER
AND THIS WILL AFFECT THE OTHER AIRLINES
BLOCKED RADIO TRANSMISSION, THERE EQUIPMENT WHICH SOLVE THIS PROBLEM
IN [AIRPORT X], ATIS FREQUENCY IS CLOSE TO SOMEONE ELSE'S FREQUENCY-THIS REQUIRES DOING A LOT AHEAD OF TIME PRIOR TO LANDING IN ORDER TO AVOID CONFUSION.IN [AIRPORT X], IT IS NOT UNCOMMON TO HAVE 3 RUNWAY APPROACH CHANGES BEFORE LANDING-THIS IS A BIG PROB
TAKE OFF SEPARATION BETWEEN LIGHT AIRCRAFT AND HEAVY AIRCRAFT. IS 5 MILES OR 2 MINS SUFFICENT
COCKPIT SAFETY
CREW FATIGUE AND DUTY HOURS-SCHEDULE
LACK OF ACCURATE WEATHER FORECAST DELIVERED BY "REAL" PEOPLE TO AIRCREW AND GENERAL AVIATION PILOTS. NEED FOR EXPERT PERSONNEL TO INTERPRET WEATHER REPORTS.LACK OF STANDARDIZE NAVIGATION IN TERMINAL AREAS.
TALK ABOUT CARGO SAFETY ISSUES SUCH AS HAZARDOUS MATERIALS CARRIED
TAXIWAY NAMING
CREW REST- LAYOVERS HOW YOU GET YOUR REST-DUTY DAYS
RADIO INTERFERENCE WITH GROUND CONTROL AT BUSY AIRPORT HUB S, BLOCKING FREQUENCIES, YELLOW FLASHING LIGHTS ON HOLD SHORT LINE
LACK OF AVAILABILITY OF FREQ'S-SHORTAGE OF GROUND CONTROLLERS
ATC FREQUENCY CONGESTION- TERMINAL AREAS
IT IS CONSISTENTLY DIFFICULT TO ACHEIVE A STABLELIZE APPROACH WHILE COMPLYING WITH A.T.C SPEED RESTRICTION TO THE OUTER MARKER AT MAJOR AIRPORT HUBS
IMPACT OF CARGO PLANES NOT BE TCAS EQUIPED; PROBLEM WHEN IN CONGESTED AREAS
ATC SYSTEM SHOULD BE UPDATED WEATHER, AIR WAY ROUTING
CHANGES IN ACTIVE RUNWAYS COULD BE ANNOUNCED EARLIER
FREQUENCY CONGESTION IN LOCATION X, LOCATION X, AND LOCATION X.
PROBLEMS WITH GROUND VEHICALS TAXIING IN FRONT OF AIRCRAFT ON SNOW AND ICE, DID YOU HAVE A LIGHTENING STRICK?
BLOCKED RADIO TRANSMISSIONS, ATC DOESN'T ALWAYS RESPOND TO CLEARANCE CHANGE READBACKS
SECURITY ISSUES CONCERNING CHECKPOINTS
TRAFFIC CONGESTION
THE ACCURACY OF TODAYS GPS NAVIGATION SYSTEMS IS SO PRECISE THAT AIRPLANES TRAVELINBG ON THE SAME TRACK AT THE SAME ALTITUDE IN OPPOSTITE DIRECTIONS ARE EXTRMELY LIKELY TO COLLIDE.

D3A
HOW MANY PEOPLE HAVE PROBLEMS WITH TAXIING INTO GATES BECAUSE GROUND PEOPLE DO NOT HAVE EQUIPMENT OUT OF THE SAFETY ZONE
CONGESTION AT MAJOR HUBS IE AIRPORT X AND AIRPORT X
IT'S THE AREA OF COMMUCATIONS A LOT OF COGESTION ON THE RADIOS USING DATA-LINK COMMUCATION WOULD IMPROVE SAFETY
A.T.C COMMUNICATION - FREQUENCY CONGESTION
RUNWAY CHOICES UNDER CERTAIN WIND CONDITIONS AND WEATHER CONDITIONS
AIRPORT SHOULD HAVE TWO SPEEDS FOR LANDING, ONE SLOW ,ONE FAST
ATC CONGESTION IN LOCATION X
DENIAL OF PILOT TO JUMP SEAT ON AIRLINES.
OPERATIONAL IT'S A BIG PROBLEM, FLIGHT DELAYS AND GROUND DELAYS HUGE PROBLEM- RADIO COGESTION IS AN ISSUE
SECUIRITY ISSUES: NATIONAL PILOT IDENTIFICATION POLICY..DON'T WASTE SO MUCH TIME ON THEIR SUITCASES AS TO MAKE SUSRE THAT THE PILOT IS THE "GOOD GUY"
AIR CREW FATIGUE
VOLUME AT MAJOR AIRPORTS BECOMING A PROBLEM, ATC DOES BOTH GROUND TOWER AND APPROACH CONTROL CAN BE OVERWHELMED
WEATHER - THUNDERSTORM AVOIDANCE- R THINKS ATC SHOULD HAVE WEATHER RECEPTION ON THEIR RADAR SCOPES.
RUNWAY CROSSING IS VERY EXPIDITING AND THEY DON'T HAVE TO BE. ON BIG AIRPLANE THEY CAN'T MOVE AS
ASK MORE QUESTIONS ABOUT LANDING
ATC CONJESTION; WEATHER RELATED ISSSUES; STANDARDIZATION OF THE FAA& ATC
VFR APPROACHES AT NIGHT IN UNFAMILIAR AIRPORTS
ANY SORT OF AIRCRAFT MALFUNCTION REGARDING VIBRATION OR UNUSAL NOISES; WERE THERE ANY SAFETY OF FLIGHT ITEMS WHERE A GROUND OCCURRENCE AFFECTED THE PILOT INFLIGHT
FATIGUE
DIFFERENCE TWEEN WHAT IS FILED AND WHAT APPEARS ON ACARS. MAYBE AN ASTERISK OF CLEAENCE BY ATC AND WHAT WAS FROM -SHOW THERE IS A DIFFERENCE.
TRAINING POLICY DO NOT NECESSARILY AGREE WITH. A LOT OF IT MAKES THE PILOT UNNECESSARILY BUSY WHEN THEY COULD BE CONCERNED WITH OTHER THINGS. OVERALL TRAINING GETS PILOTS BUSY DOING OTHER
SECURITY SCREENING AT THE GATES AND INITIAL CHECK-IN WITH XRAY ; COCKPIT DOOR SECURITY.
RE [AIRPORT X]: NOTORIOUS FOR SWITCHING RUNWAYS; VERY TAXING ON THE CREW TO KEEP UP WITH MULTIPLE CHANGES;
CABIN SECURITY AND ATC ENVIRONMENT AND THREAT ANALYSIS
AIR TRAFFIC SYSTEM --IS DEPLORABLE- NOT MOVE ENOUGH PLANES
REST REQUIREMENTS, THE AMOUNT OF DUTY THAT YOU PERFORM IN THE COCKPIT;
R SAID THAT THEY USE PRMTHAT IS INCREASING CAPACITY AND LESS ON SAFETY
COCKPIT SECURITY IS TOTALLY INSUFFCIENT;FREQUENCY CONGESTION IS ALWAYS A PROBLEM
CLEARANCE TELLING PILOT TO MAINTAIN OWN SEPARATION
POTENTIALPROBLEM LONG TERM WITH A.T.C.- MUST RETAIN FLEXIBILITY. PILLOT MUST HAVE DECISION MAKING ABILILTY
SEQUENCING IN & OUT OF AIRPORTS
FREQUENCY CONGESTION IS GETTING REALLY BAD
CAPACITY PROBLEMS AT AIRPORTS & ATC ISSUES REGARDING THIS
COMMUNICATIONS ON THE SURFACE WITH TOWER, CREW ETC
THE CONTROLLERS WILL BE WORKING MORE THAN ONE EQUENCY AT A TIME AND IT IS VERY CONFUSING

D3A
ADDRESS THE SLOW AMOUNT OF TRAINING THATS TAKEN PLACE WITH THE PILOT,THERE'S
AIR CREW FATIGUE
THERE ARE SOME PRM APPROACHES WHERE PARALLE RUNWAYS ARE TOO CLOSE TOGETHER.SPECIAL RADAR AND CONTROLERS HAVE BEEN PUT IN PLACE TO ALLOW SIMULTANEOUS APPROACHES TO THESE RUNWAYS. ASK ?S ABOUT THESE OCCASIONAL USE PROCEDURES
THE AIRSPACE IS TOO CONGESTED AROUND AIRPORTS YET THE MAJOR AIRLINES WANT TO EXPAND & GET SMALL REGIONAL JETS WHICH WILL ADD MORE TO THE CONGESTION. AIRPORT X SHIFTS YOU TO A PARALLEL RUNWAY TOO OFTEN ON FINAL APPROACH.
FATIGUE
PROBLEMS WITH PASSENGER DISTURBANCES, PASSENGER EDUCATION NEEDED, SECURITY HASSELING OF CREW AND PASSENGERS-MORE STANDARDIZED, UNIVERSAL ID
TAXIWAY MARKINGS NEED MUCH IMPROVEMENT-TOO CONFUSING NOW. GROUND VEHICLES AROUND THE RAMP ARE A PROBLEM-THEY THINK THAT THEY ALWAYS HAVE THE RIGHT OF WAY.
CONGESTION, NEED MORE GATE CONFORMITY. WHY HAVE PLANES TAXIING FOR 1 HOUR WITH THE COMPUTER EQUIPMENT AVAILABLE? ALSO, CONFUSION ON APPROACHES , WHERE QUESTIONABLE ALTITUDE ARE MANDATORY. ALSO, BEING ASKED ON APPROACH TO SLOW DOWN, THEN SPEED UP - GET CON
FREQUENCY AND TRAFFIC CONGESTION
UNSTABLIZED APROACHES
RADIO FREQUENCY CONGESTION IS A PROBLEM
CONGESTION AT MAJOR AIRPORTS; ATC COMPUTER AND LONG-RANGE COMMUNICATION CAPABITY NEED UPGRADING
CONGESTION PROBLEMS
PILOT TRAINING,
FREQUENCY CONGESTION PROBLEMS WITH CONTROLLERS CONTROLLING MULTIPLE FRQUENCIES
CONGESTION ON GROUND CONTROL FREQUENCIES--LEADS TO FRUSTRATION FOR ATC AND CREW LEADS TO MISSED COMUINICATIONS
REROUTING, HAPPENS ON LEAVING, NEW ROUTE USES MORE FUEL, LONGER
FLYING WITH INOPERATIVE EQUIPMENT, MORE GROUND COLLISION QUESTIONS, PASSENGER DISTURBANCES
CREW FATIGUE AND SCHEDULING ARE BIG PROBLEMS, MAINTAINANCE
TSA -IMPROVEMENT IN PERSONNEL IN STAGING AREA VERY INCONSISTANT
CONGESTION
THE BIGGEST ISSUES OF SAFETY IS THE TENDACY OF APPROACH CONTROLLERS TO PASS YOU OFF TO TOWER CONTROL FOR A VISUAL APPROACH AS QUICKLY AS THE CAN FROM RUNWAY- OFTEN TIME IT MAY BE TO A RUNWAY THAT WAS NOT PREVIOUSLY BRIEFED
NORTH EAST COMMUNICTIONS CONTROLLERS ARE WORKING SOOO MANY CRAFT ON SAME FREQUENCY YOU CANT GET TO THEM--AIRPORT X
R SAID THE COMMUNICATION WITH ATC IS A PROBLEM
ADD FLOW CONTROL CONSTRAINTS IN AIRPORTS
AIRPORT AND BAGGAGE SECURITY
ASK IF IN FAVOR OF OPEN SKY
WHEN CLEARED FOR AN ARRIVAL AND CLEARED ALTITUDE. PILOT SETS IT AT THE LOWEST ALTITUDE WHEN THERE IS AN INTERMEDIATE LEVEL THAT WILL AVOID MOUNTAINOUS TERRAIN.
SLOW RESPONSE GETTING WEATHER DIVIATION CLEARANCES THRU COMPONENT X
SECURITY ISSUES SCREENING ISSUES
WAITING TOO LONG TO SPEAK WITH SOMEONE ABOUT FREQUENCY CONGESTION
CREW FATIGUE

D3A
ATC USING MULTIPLE FREQS IS BIG PROBLEM, ALSO HIGH SPEEDS ON APPROACH
AIRPORT CAPACITY
NEED MORE WIGWAG LIGHTS AT INTERSECTIONS OF RUNWAYS
MODERNIZATION OF THE ATC SYSTEM
CROWDING AT MSP AIRPORT
RUNWAY EXCURSIONS
RA FALSE PRESENTATIONS
JUST CONGESTION--BOTH ON THE GROUND AND IN THE AIR--MAINLY WAITING FOR A RUNWAY
WAKE TURB. ENCOUNTER GOING PERPENDICULAR NOT JUST PARALLEL-
FREQUENCY CONGESTION IS THE MOST SERIOUS, PARTICULARLY AT HIGH-DENSITY AIRPORTS AND CONTROLLERS WHO ARE OPERATING ON MULTIPLE FREQUENCIES
FATIGUE-AUTOPILOT AUTOMATION
FATIGUE IS THE BIGGEST CONCERN
ATC NO LONGER REQUIRED TO READ-BACK CLEARANCE INFO
INCORRECT TXIING DIRECTIONS
QUALITY-AMOUNT OF ATC FREQUENCIES +SECTORS ARE AVAILABLE ESP IN APPROACH + DEPARTURE. OTHERWISE DOING QUITE WELL
TAKE CARE OF THE COMMUNICATIONS DIFFICULTIES ON THE GROUND BOTH RELATED TO THE INCREASED VOLUME OF TRAFFIC AND TENDENCY OF ATC TO RUSH THE APPROACH.
FLYING TO WEST COAST OR LONG RANGE FLIGHTS CREW WILL BE OUT OF RANGE AND WE WILL FLY BLIND. HAVE TO GET A GOOD FREQUENCY.
CONGESTION
TO MUCH RADIO CONGESTION
THE AIRPORT X SITUATION PUTTING 10 POUNDS INTO A 5 POUND BAG IS BAD, THEY ARE TRYING TO MOVE MORE THAN THEY HAVE THE CAPACITY TO MOVE, THEY NEED MORE CAPACITY LIMITS ON AIRPORTS, TOO MANY CROSSING OF THE WAYS
[AIR CARRIER X] IS NOW DOCKING THE CREW HOURS OF PAY, IN ADDITION TO SICK LEAVE, IF A CREW MEMBER CALLS IN SICK. SO, WHAT HAPPENS IS THAT IN ORDER TO AVOID BEING DOCKED PAY, SICK CREW ARE REPORTING FOR WORK WHEN THEY SHOULD BE HOME. THIS IS A BIG SAFETY ISSUE.
FREQUENCY CONGESTION AT MAJOR AIRPORTS WITH APPROACH AND CENTER CONTROLL
NEAR MISS BETWEEN CONTROLLED AND UNCONTROLLED AIRCRAFT
PRACTICE OF USING CONTROLLER WORKING SEVERAL FREQUENCIES IS NOT SAFE. I CAN HEAR ONLT WHAT'S ON MY FREQUENCY AND NOT THEIR'S.
HAD I DIVERT BECAUSE AIRPORT X SHUTDOWN. TOO MANY UNSEEN DELAYS- WHY NOT DELAY OUR TAKING OFF BEFORE WE HAVE TO STACK UP. HAD AIRBORNE DELAY, GAS USED...ISSUE IS UNSEEN AIRBORNE DELAYS. NEEDED TO LAND, SO MIGHT AS WELL GET MORE GAS CAUSE I DIDN'T KNOW
DELAYS WITH SHORT NOTICE
COMMUNICATIONS IN FOREIGN COUNTRIES
PRIOR TO PUSHBACK SAFTY RELATED ITEMS-HAZMATS AND PASSENGER CONTROL ISSUES, INTERNATIONAL PAPPERWORK DIFFERS TO PRESENT A SECURITY PROBLEM, ACCOUNTABILITY FOR SAFTY ISSUES
THE CONFIGURATIOON OF THE AIRCRAFT X COMPONENT X CREATES PROBLEMS SLOWING DOWN OR COMING DOWN ,YOU CANNOT DO BOTH. ALSO A T C COMMUNICATION PROBLEM.
PLACES THAT COULD USE BETTER CLEARANCES.NEED TO ISSUE APPROACH CLEARANCE EARLIER
FREQUENCY CONGESTION , GROUND AIRPORT SIHNAGE IS TOO CONFUSING
HOLD SHORT MARKINGS FOR ACTIVE RUNWAYS
EXCESSIVE CONGESTION OF GROUND CONTROL FREQUENCIES PARTICULARLY AT AIRPORT X AND AIRPORT X.

D3A
CONGESTION IS BECOMING MORE CRITICAL
MANY CONTROLLERS OVERLOADED
ATC DOESN'T VOLUNTEER WEATHER INFO, SOME AIRPORTS MAKE EXCESSIVE RUNWAY CHANGES
REVISED ACARS CLEARANCE THAT SPECIFIES A REVISION WHEN THERE IS NO REVISION
USE OF NON-STANDARD JARGON ON RADIOS.
AVIATION MAINTENANCE PROBLEMS ADDRESSED
TRAFFIC CONGESTION. FREQUENCY CONGESTION TRAFFIC SEPERATION
SOME AIR CRAFT NOT REQUIRED TO HAVE T-CAS
HAZMAT MATERIALS CONTINUES TO BE A PROBLEM
LOTS OF AIRPORTS ARE CLEARING FOR TAKE OFF TOO SOON
QUALITY OF AIR TRAFFIC CONTROLLERS IS PROBLEMATIC-DIVERSITY HAS ADVERSELY IMPACTED ON THE QUALITY OF CONTROL OFFERRED
DISTRACTIONS WHILE FLYING
UPDATED WEATHER RADAR IS NEEDED IN THE COCKPIT.
FEDERAL AIR MARSHALL PROGRAM-IS IT TOO PREDICABLE AND DOING ANY GOOD?
GROUND WARNING LIGHTS ON RUNWAY INSUFFICIENTLY LIGHT UP AREA FOR PROPER VISUAL CONDITIONS AT NIGHTS ESPECIALLY DURING POOR WEATHER CONDITIONS
ACCESS OF GROUND VEHICLES TO AIRPORT . AIRPORT SIGNAGE IS CONFUSING AT SOME AIRPORTS. LIGHTING AROUND AIRPORT PERIMETERS-IS DARK AROUND SOME CORNERS
THE SYSTEM IS NOT PERFECT...THE MAIN PROBLEM IS CONGESTION OF TRAFFIC....TRYING TO PUT 10 POUNDS INTO A 5 POUND BAG. WE'RE GETTING UNREALISTIC SEGMENT TIMES WHICH PUSHES THE ENTIRE SYSTEM.. THE HUB SYSTEM IS VERY INEFFICIENT.
ATC MONITORING MULTIPLE FREQUENCY ON THE GROUND AND IN THE AIR. UNCOMMANDED CABIN PRESSURIZATION CHANGES.AIRPORT TAXIWAY LIGHTING IS HORRIBLE, TOWER CALLING YOU DURING TAKE OFF AND LANDINGS.
AIRPORT X, AIRPORT X, AIRPORT X, AIRPORT X - TOO MANY OPERATIONS FOR THE FACILITIES
SLAM DUNKS INCREASES WORK LOAD ATC TREAT THE AS SAME AS AIRCRAFT TYPE X--
AIRPLANES NOT CLEARING RUNWAY IN TIME CAUSES GO AROUND,AIRPLANES TO CLOSE TOGETHER ON FINAL
[AIRPORT X] CHANGES 10-35 MILES OUT
SECURITY IS STILL A SHAM. ONLY SAFE FLIGHTS ARE ONES INTO [AIRPORT X]
FLIGHT NUMBERS ARE SOMETIMES SIMILAR AND CAUSES CONFUSION
ONLINE SYSTEMS CPELC WONDERFUL SYSTEM- PROBLEMS WITH AIRPORT SCREENING OF PASSENGERS AND
AIRCRAFT SEPARATION PROBLEMS WHILE EN ROUTE LOCATION X
TCAS & ONBOARD AIRBORNE CONFLICT RESOLUTIONS
FATIGUE ISSUES
PILOT FATIGUE
IMPROPER USE OF MEL FOR DISPATCH OF AIRCRAFT.
FREQUENCY, TERMINAL CONGESTION
MORE QUESTIONS ABOUT CREW AWARENESS AND FATIGUE.
R SAID HOW MUCH INDIVIDUALS NEED AUTO FLIGHT SYSTEMS
TWO PERSON FLYING DOES NOT ALLOW FOR BETTER SAFETY BECAUSE THIRD PERSON COULD HANDLE PART OF THE PROBLEM
NUMBER A OF OUTAGES WITH THE ATC
FATIGUE FACTORS
LABOR MANAGEMENT RELATIONS
FATIGUE AND CREW DUTY REST

D3A
SECURITY ISSUES IN TERMS OF ACCESS TO AIRCRAFT
FREQUENCY CONGESTION
DELAYS THAT APPEAR TO BE UNWARRANTED
CONSISTENT PROBLEM AIRPORT X ALWAYS CHANGES ARRIVALS AND LANDING RUNWAYS DO IT LATE IN LANDING OPERATIONS IT INCREASES WORKLOAD IN UNSAFE WAY. ALSO TRANSMITTERS STEPPING ON EACH OTHER. THIS REQUIRES REPEAT TRANSMISSIONS. ALREADY TOO MUCH GOING ON AIRPORT
ASK ABOUT ARMING THE PILOTS, CREW SCREENING IS OPPRESSIVE,
AUTOMATION INTEGRATED INTO THE TERMINAL ENVIRONMENT NEEDS SOME WORK-AUTOMATED INTO VISUAL AREA,TOO MANY HEADS IN PROGRAMMING FMC INSTEAD OF LOOKING OUTSIDE
INCREASING PASSENGER MISCONDUCT IS BECOMING A SAFETY PROBLEM AND SHOULD BE ADDRESSED
FATIGUE
READBACKS, THE POLICY OF THE FAA WAS UNTIL A FEW YEARS, WHEN A PILOT READS BACKA CLEARNNCE THEN THAT WAS THE CLEARANCE, THE CURRENT POLICY IS IF A PILOT READS BACK A INCORRECT CLEARANCE THE RESPONSIBLITY IS ON THE PILOT, EVEN WHEN THE CONTROLLER
CONGESTION IN AIRPORTS
WEATHER SYSTEMS FLYING ACCROSS THE ATLANTIC AND YOU CANT GET A HOLD OF ANYBODY, YOU HAVE TO REPORT YOUR SITUATION TO THE OTHER AIR CRAFT YOURSELF
LOOKING AT HAVING ONE CONTROLLER DURING THE PEAK PERIODS IS A DANGER TO THE ATC SYSTEM, IT CAUSES TOO MANY DISTRACTIONS.
ASSIGNMENT OF VISUAL TRAFFIC PATTERN FOLLOWING INSTRUCTIONS: ASSIGNMENT OF VISUAL SPACING IN TERMINAL TRAFFIC AREA.
PURSUE FREQUENCY CONGESTION & DUAL FREQUENCY CONGESTION. CONTROLLERS WORKING MORE THAN ONE FREQUENCY AT A TIME.
RUNWAYS CHANGES ON [AIRCRAFT TYPE X] NOT GOOD-NEED TO PUT INFO IN &* CAN'T CON CENTRATE ON RUNWAY -NOT ENOUGH TIME TO DO CONFIGS & BRIEFING
SLAM DUNK APPROACH SHOULD NOT BE USED AS A NOISE ABATEMENT TECHNIQUE CAN BE DANGEROUS
FLIGHT INTO AIRPORTS THAT DO NOT HAVE A ATC AT THAT TIME LIKE AT NIGHT. HAVE YOU DEVIATED FROM A TCAS RSOLUTION --300 FEET OR 500 FEET
ON APPROACH IN LOW WEATHER IT IS HARD TO REMAIN STABLE
FLIGHT DECK DISTRACTION
LIGHTENING STRIKES; ON A WING TIP AIRCRAFT WITH WINGLETS; MAY BE FACTOR
SEPERATION WITH HEAVY AIRCRAFT- INTRAIL SEPERATION WITH HEAVY AIRCRAFT ON APPROA AND DURING LANDING CH
PHRASEOLOGY AND HAVING ATC GIVING UNNECESSARY INSTRUCTIONS WHEN CREW IS UNABLE TO LISTEN BECAUSE STILL FLYING THE AIRCRAFT.
AREA OF CREW FATIGUE
LAND AND HOLD SHORT OPERATIONS,FUEL LOADING
SECURITY SCREENING OF AIR CREW IS RESULTING IN LOSS OF FOCUS
REAL TIME WEATHER INFORMATION
ONE OF THE AREAS OF CONCERN IS PILOT TO GROUND COMMUNICATIONS. VARIOUS TIMES WHEN THERE IS MISCOMMUNICATION OR LOST OF COMMUNICATION.
ATC ASSIGNING ROUTES THRU BAD WEATHER SO AS NOT TO HAVE BETTER ROUTES TOO CONGESTED
VOLUME OF TRAFFIC AND FLOW CONTROL
RADIO CONGESTION
GOVERNMENT SHOULD RELEASE MANDATED FUNDS TO IMPROVE RUNWAY INSTRUMENT APPROACHES

D3A
THE BIGGEST THING IS THE AIRCRAFT AT SOME OF THE MAJOR AIRPORTS;IT'S HUGE;TOO MANY PLANES, NOT ENOUGH SPACE, BIG DELAYS, AND MANY MORE AIRCRAFT IN THE AIR;ECONOMICS IS DRIVING IT, NOT EFFICIENCY
AIR TRAFFIC CONTROL SATURATION, THE DOMESTIC SYSTEM IN THE U.S. IS SATURATED WITH AIRPLANES UNTIL ITS ADDRESS WE WILL CONTINUE TO HAVE SATURATION PROBLEMS AND CAPACITY WILL SUFFER
PASSENGER SCREENING
ASK?DO YOU FEEL THE STATE OF COMMERCIAL AVIATION INDUSTRY IS A DISTRACTION TO YOU IN THE PERFORMANCE OF YOUR JOB
IN [LOCATION X], CONTROLLERS TEND TO BE ARROGANT & UNRESPONSIVE
LANDING AT UNCONTROLLED AIRPORTS WITH NO ACTIVE WEATHER INFORMATION
LAHSO UNSAFE
I DON'T THINK ATC CAN HANDLE THE NUMBER OF REGIONAL JETS IN THE TERMINAL AREA.
CREW REST IS AN ENORMOUS ISSUE AND DUTY TIME
GROUND CONGESTION, CONFLICTS BETWEEN BETWEEN TAXIING AIRCRAFT AND AIRCRAFT EXITING THE RUNWAY AFTER LANDING
SECURITY IN THE COCKPIT IS THE BIGGEST SAFETY-RELATED FACTOR& ADEQUATE REST FOR CREW.
JUMP SEATERS - ADDS ANOTHER SAFETY FACTOR(PLANNING TO DO AWAY W-THEM)
BIRD STRIKES NEEDS EXPANDED, TRAFFIC WITHIN MAJOR AIRPORTS ASK ANOTHER ? OR TO ABOUT THAT
ISSUES RELATED TO FATIGUE
DUTY TIME; REST PERIODS FOR PILOTS; THE AMOUNT OF FYLING WE CAN DO
A UNIVERSAL SYSTEM TO IDENTIFY CREW MEMBERS IS NEEDED RATHER THAN WHAT WE HAVE NOW. COMMUNICATION TECHNOLOGY SHOULD BE IMPROVED SO THAT WHEN A CALL WITH ATC IS BLOCKED, THE INDIVIDUAL DOING THE CALLING WILL RECOGNIZE THE PROBLEM (E.G.,2 KEYING@SAME TIME)
RUNWAY INCURSIONS, LAHSO OPERATIONS.
AIRPORT CONGESTION
CREW FATGUE IS THE NUMBER 1 PROBLEM FACING US TODAY.
MORE WAKE TURBULENCE QUESTIONS FOR SMALLER AIRCRAFT
A.T.C INFO REGARDING TURBULENCE ANYTIME A NEW AIRCRAFT ARRIVES ON THE FREQUENCY
SATURATION OF THE AIRTRAFFIC CONTROL SYSTEM AND GROUND STOPS
SECURITY HAVEID FOR ALL AVIATION PERSONEL
TURBULENCE RELATED INJURIES, ABILITY TO FORCAST CLEAR AIR TURBULENCE, BETTER WEATHER TURBULENCE INFORMATION, NATIONAL TURBULENCE DATABASE,
PILOT FATIGUE
TERMINAL AREA CONGESTION
CREW REST AND FATIGUE- NEED SLIDING DUTY TIME SCHEDULING TOWARDS REDUCTION OF HOURS
SECURITY FOR GROUND PERSONNEL
HOW HUMAN FACTORS ARE IMPACTED BY LABOR-MANAGEMENT RELATIONS
ATC ARE SATURATED THIS IS A BIG PROBLEM
FREQUENCY CONGESTION IS A CONCERN WE NEED TO ADDRESS IT MORE
PASSENGER DISTERBANCE ON THE GROUND
DUTY TIME EXCEEDANCES
EQUIPMENT DIFFERENTIAL FOR AIRPLANE MODELS RESULTS IN SAFETY PROBLEMS, ESPECIALLY AT NIGHT
COMMUNICATIONS BETWEEN ATC ON MULTIPLE FREQUENCIES, ATC HOLDING TOO HIGH
RUNWAY MARKINGS,TAXIWAY MARKINGS,
TO MANY COMMERCIAL AIRPORTS THAT HAVE RUNWAYS THAT DONOT HAVE OPTICAL GLIDE SLOPS "VASI,PAPI"OR AN ILS".TO MANY COMMERCIAL AIRPORTS THAT HAVE RUNWAYS THAT DONOT HAVE DISTANT

D3A
YOU SHOULD ASK ABOUT SAFETY PROBLEMS ON THE GROUND;MY COMPANY HAS RECENTLY HAD 3 FIRES ON THE GROUND-THE [AIRCRAFT TYPE X] HAD ONE COCKPIT LOSS ALREADY WITH THE AIRCRAFT TYPE X PLANE
INCONSISTENT AND ILLOGICAL SCREENING OF CREWMEMBERS AT AIRPORTS; INADEQUATE SCREENING OF CHECKED LUGGAGE ON BOARD AIRCRAFT IT IS STILL POSSIBLE TO PLACE PLASTIC EXPLOSIVES ON BOARD
WOULD LIKE TO FIND OUT ABOUT OTHER PILOTS FEELINGS ABOUT R N A V
AIR TRAFFIC IS BOUND TO SEPARATE AIRCRAFTS BY AIR SPACE TO AIRSPACE INSTEAD OF AIRCRAFT TO AIRCRAFT
THE HIGHER LEVEL OF TECHNOLOGY GOES UP THE MORE COMPROMISED SAFETY BECOMES
ALTITUDE CONSTRAINTS OVER A CERTAIN FIX-CANNOT GET PLANE DOWN IN TIME
MANDATED FAA THAT WHEN HAVING AN OPERATION SPEC BY GATO IT IS MANDATORYTHAT THE CEO HAS TO SIGN OFF THE SCHEDULELOOKINDG AT THE TRAFFIC INPUT
TSA SITUATION IS A JOKE
HUMAN FACTORS BETWEEN CREW MEMBERS, PROFILE DESCENTS INTO [AIRPORT X], COMMUNICATIONS DIFFERENCES AMONGST INTERNATIONAL ATC, EXCESS INFO ON JEP CHARTS, REQUESTS THAT ARE BEYOND THE PERFORMANCE OF THE AIRCRAFT, NOTEEMS SHOULD BE IN PLAIN LANGUAGE
NOT BEING ABLE TO HEAR THE CLEARANCE PROPERLY (NEED MORE COMMUNICATION)
FATIGUE
ASK ?'S ABOUT HOW A T C COULD IMPROVE THE FLOW WITHOUT COMPROMISING SAFETY
ATC COMMUNICATIONS-THEY'VE GOTTEN LAZY AND THEY DON'T FOLLOW THE AIM AND THEY TRY TO FLY THE AIRPLANE INSTEAD THE PILOT
WHEN FLYING OVER THE NORTH ATLANTIC SOLAR FLARES STOP COMMUNICATIONBETWEEN ATC AND AIRCRAFT CREW
LOW VISIBILITY TAXXING
MISSED APPROACH
AUTOPILOT DEVIATIONS
ONE THAT CUSES CONFUSION ALOT...POTENTIAL SAFETY COMPROMISE WHEN THERE ARE RUNWAY INCURSIONS AND UNCLEAR PROCEDURES FOR CLEARING THE RUNWAY ON THE WAY TO THE RAMP
AT SOME AIRPORTS THE TAKE-OFF CLEARANCES BEHIND HEAVIER AIRCRAFT ARE A LITTLE TOO CLOSE
ATC BEING RESPONSIBLE FOR MORE THAN ONE FREQUENCY IS DANGEROUS
CHANGES AT THE LAST MINUTE-NOT GIVING ADVANCE NOTICE SO YOU CAN PREPARE BETTER
LAND HOLD PROCEDUERS
CONTROLLERS KEEPING AIRCRAFT HIGH IN CLOSE TO AIRPORT NECESSITATING RAPID DESCENT
CREW DUTY AND FATIGUE ISSUES, FOR BACKSIDE OF THE CLOCK FLYING
USE OF INTSECTRING RUNWAYS
THE CONTROLLERS DON'T TALK TO EACH OTHER,
THE USE OF FLOW CONTROL IN HIGH DENSITY AIRPORTS WHERE THERE IS GROUND CONTROL FREQUENCY CONGESTION
1.R SAID THEY NEED TO DEFINE DEPARTURE PROCEDURES, 2.THERE IS NO STANDARDIZATIONBETWEEN ALL AIRPORTS, 3.TOO MANY VERBAGE WHEN GETTING CLEARANCE TO RUNWAYS
LANDING HOLE IS SHORT, LANDING ON ONE RUNWAY, WHILE CROSS ACTION IS ON THE SAME RUNWAY.
ASK ABOUT CREW REST- DUTY TIME(TIME IN THE COCKPIT) FLIGHTS OVER 16 HOURS- SAFETY ISSUES DIVERT AIRFIELD LIKE OVER THE LOCATION X OPERATIONS
RVSM
FREQUENCY CONGESTION IS A PROBLEM- CONTROLLERS WORKING MULTIPLE FREQUENCIES- SIMILAR CALL SIGNS ARE VERY CONFUSING
COMPANY IS SEEKING RELIEF FROM 8 HOUR BLOCK TIME WITHIN A 24-HOUR PERIOD. HARDER TO STAY AWAKE IN NIGHT FLYING

D3A
ATC PHRASEOLOGY DETERIORATING
1) FATIGUE OF CREWMEMBERS, 2) CONGESTION ON THE SKYWAYS, 3) EVALUATE THE PRIVATIZATION OF ATC SYSTEMS IN REGARD TO STANDARDIZATION
PROCEDURES GOING INTO [AIRPORT X] IS ONE ASPECT OF CHANGES SINCE [EVENT X]. BECAUSE OF REDUCTION IN TRAFFIC THINGS ARE GOING RELATIVELY SMOOTHLY NOW. SCREENING FACTORS FROM A SAFETY STANDPOINT RAISING STRESS LEVEL.
PILOT FATIGUE
TRAFFIC CONGESTION AND TOO FEW DIFFERENT SECTORS-CONTROLLERS ARE OVERWORKED; GROUND OPERATIONS ARE FRUSTRATING
MISUNDERSTANDING BTWN CREW & ATC
PILOT FATIGUE, COM-PANY SCHEDULING PROBLEMS THAT CAUSE PILOT FATIGUE"'PILOT PUSHING"
QUESTIONS ABOUT CAPTAIN'S AUTHORITY WITHIN THE FLIGHT CREW AND BETWEEN THE CAPTAIN AND ATC
SECURITY MEASURES NOW IN PLACE ARE STILL NOT GOOD ENOUGH; THERE IS NO DECENT ESCAPABILITY FOR PILOTS IN THE COCKPIT
60 DAYS IS NOT FAR ENOUGH TO GO BACK - IF WENT BACK 6 MONTHS WE WOULD GET BETTER INFORMATION.
LIGHTS ON WHILE ON THE RUNWAY, FEDERAL REGULATIONS MANDATING THAT LIGHTS STAY ON IS DANGEROUS, FATIGUE ISSUES, CREW DUTY TIME, REGS NEED TO BE CHANGED
TOO MANY PLANES & NOT ENOUGH CONCERTE TO LAND ON
MORE TRAINING FOR PILOTS RE TCAS-SOME PILOTS NOT REACTING FAST ENOUGH
AIRPORT CONGESTION ON LAND AND IN THE AIR:LOOK INTO A T C SYSTEM IN THE DIFFERENT AIRPORTS
CONTROLLERS ARE WORKING TOO MANY FREQUENCIES
RADIO CONGESTION- IN NE -CRITICAL ON SOMEONE CLICKS THERE MIC ALL OTHER CHATTER SHOULD BE OUT. # OF AIRPLANES IN ROUTE ARE CAUSING HOLDING-NE - CREATES A PROBLEM WITH FUEL AND SAFETY
FREQUENCY CONGESTION TALKING TO CONTROLLERS
VARYING LEVELS OF DISTRACTIONS TAKING PEOPLE AWAY FROM THE PRIMARY GOAL (I.E., UNIONS, FURLOW WORRIES; ADMINISTRATIVE ISSUES)
ARMING THE COCKPIT STAFF, MORE SECURITY RELATED QUESTIONS
PART [AIRCRAFT TYPE X] CARRIERS OPERATING AT AIRPORT THAT DON'T MEET FAR PART 139.309 AND AC 150-5200-13.
OVERALL CONGESTION, TOO MANY AIRPLANES IN THE AIR
R SAID WAS GOING TO [LOCATION X] @ ABOUT 10.000 BIRDS WERE NEAR THEM. THANK GOODNESS THE PLANE WAS NOT HIT
T-CAS ALERT ON RUNWAY ASSISGNMENTS
PILOT FATIGUE
CREW REST
USE OF GPS-WE ARE NOSE-TO-NOSE; HF COMM IN TERMINAL & FREQ CONGESTION; NOT GETTING ACCURATE WINDS-TURB ALOFT; TOO MANY SLAM-DUNKS AT AIRPORT X
DELAYS INTO AND OUT OF AIRPORTS DUE TO SMALL AIRCRAFT
FAR REGS FOR CARRYING FIREARMS ARE NOT CLEAR TO CREW AND OPERATIONS MANGERS
FREQUENCY CONGESTION AND CONGESTION IN TERMINAL AREA.
QUESTIONS SHOULD BE INCLUDED ABOUT CREW FATIGUE, THE MECHANICAL CONDITON OF AIRCRAFT NOW THAT THE INDUSTRY IS SUFFERING FINANCIALLY, AND MOST ESPECIALLY THE TRAINING OF FLIGHT CREW, PROBABLY THE MOST ESSENTIAL TO OPERATION SAFETY
STANDARDIZATION OF GROUND-TAX-RUNWAY LIGHTING & MARKINGS SHOULD HAVE AN INDUSTRY STANDARD THAT IS FOLLOWED BY ALL AIRPORTS (INCL NEW FACILITIES)

D3A
LANGUAGE PROBLEMS BETWEEN CONTROLLERS AND PILOTS, LITTERALLY DIFFERENT LANGUAGES, CONGESTION AT THE AIRPORTS & NOT BEING ABLE TO TALK TO CONTROLLERS, MAINLY FREQUENCY CONGESTION WERE ONE TRANSMISSION BLOCKS ANOTHER, RECEIVE IMPROPER APPROACH CLEARENCES
FREQUENCY CONGESTION AS FAR AS COMMUNICATION AND CONGESTION AROUND THE AIRPORTS
AS CREW MEMBER OF 2-PILOT AIRCRAFT, NOT ALLOWED TO LEAVE COCKPIT. ILL PASSENGER TOOK FIRST OFFICER AWAY FROM FLYING, BUT PASSENGER WAS SICK BEFORE GETTING ON PLANE. MANAGEMENT SHOULD MAKE DECISION ABOUT CARRYING SICK PASSENGER. ASK ABOUT PSGR INTERACT
FREQUENCY CONGESTION CONTROLLERS HANDLING MORE THAN ONE FREQUENCY
LOW VISIBILITY TAXI NEEDS A SIGNALLY SYSTEM TO DIRECT TRAFFIC, BETTER LIGHTING AND DIRECTIONS, TOWER NEEDS INFRARED TRACKING DEVICES, SHOULD PRMS BE ALLOWED
GROUND CONTROL CONGESTION AT THE BIGGER AIRPORTS.
FATIGUE--GETS LIP SERVICE BUT THAT IS ALL
GROUND COMMUNICATIONS
EN ROUTE WEATHER AVOIDANCE AND AIR TRAFFIC CONTROL WHAT'S AVAILABLE TO THEM SOMETIMES GETS "BALLED UP"
BIG AIRPORTS SUCH AS AIRPORT X, AIRPORT X, AIRPORT X, AND AIRPORT X ARE TOO CROWDED, TOO MANY
R SAID MORE NEEDS TO BE ADDRESSED ABOUT TAXING
INCLUDE SOMETHING MORE ABOUT NIGHT TIME OPERATIONS ESPECIALLY TAXIING AT AIRPORTS THAT YOU'RE NOT FAMILIAR WITH AT BUSY, CONGESTED AIRPORTS;NIGHT-TIME OPERATIONS IN GENERAL
ATC CONTROLLING PHRASING AT AIRPORT X OF CLEARANCES
FIREARMS IN COCKPIT-I FEEL THE TRAINING IS MORE INVOLVED THAN PILOTS NEED, RESULTING IN TOO FEW PILOTS ARMING THEMSELVES.
I WOULD SUGGEST A TIME PERIOD OF 2 YEARS--I'VE HAD MANY OF THE SERIOUS CONDITIONS OCCUR TO ME WITHIN THE LAST 2 YEARS, BUT 60 DAYS IS RIDICULOUS; I'M SORRY I VOLUNTEERED.
FREQUENCY CONGESTION
AIRPORT LIGHTING + SIGNAGE ARE INCONSISTENT OR CONFUSING FREQUENCY CONGESTION+ RUNWAY INCURSION GROUND CONTROLLERS ARE TOO BUSY. SCHEDULING IS TOO TIGHT
R SAID SURVEY SHOULD HAVE MORE THAN A 60 DAY TIMEFRAME
THE NORTH EAST IS SO OVER WORKED. MORE CONTROLLERS ARE NEEDED
SECURITY - HAVE THERE BEEN ANY THREATS TO SECURITY OF THE BAGGAGE, ARE PILOTS AWARE OF WHAT CARGO THEY ARE CARRYING, BOLTING SYSTEM OVER COCKPIT DOORS CREATING A SECURITY PROBLEM
CORPORATE DISTRACTION, THIS INDUSTRY IS ABSOLUTELY DELUGED BY MANY FACTORS THAT ARE NOT THE FAULT OF THE AVIATORS. THE DISTRACTIONS ARE BECOMING PROBLEMATIC. IN THE END IT CAN BE PINNED ON HUMAN ERROR, COCKPIT IS NOT THE PLACE TO BE DISTRACTED.
WOULD LIKE A BIT MORE INTERNATIONAL QUESTIONS
FATIGUE ISSUES LIKE MULITPLE LEGS
PRM APPROACH IS ACTIVE ONLY AT A FEW AIRPORTS AND WE DON'T FEEL COMFORTABLE WITH IT;ASK IF YOU'VE BEEN REQUIRED TO DO THIS APPROACH
SLAM DUNKS- HIGH & FAST APPROACHES THAT WE ARE ASKED TO DO BY ATC.
PRM APPROACHES & CLOSENNES OF THE ARRIVING AND DEPARTING TRAFFIC COULD BE AR PROBLEM.
THERE S-B QUESTIONS ABOUT SECURITY
CONGESTION,NOT ENOUGH SPACING FOR WAKE TURBULANCE
RE [AIRPORT X] APPROACHES & ARRIVALS IN AIRPORT TRAFFIC AREA-REPROGRAMMING VERY DIFFICULT-BETTER COORDINATION IF VECTORED IN WHEN THERE'S A CHANGE
OVER-CONGESTION HAS CREATED PROBLEMS WITH: WAKE TURBULENCE SEPARATION, UNSTABILIZED APPROACHES TO MAINTAIN MIN. LANDING TIME, CONVERGING ILS, PRM APPROACHES, LASO PATTERNS

D3A
I WOULD SAY SOMETHING TO BE LOOKED AT WOULD BE AIR TRAFFIC CONTROLLERS TRYING TO PUSH PILOTS INTO GOING INTO A RUNWAY THAT ANOTHER PILOT HAS ALREADY GONE BUT IT MAY NOT BE THE BEST WAY TO GO, THEY ARE JUST SAYING IT BECAUSE SOMEONE ELSE DID IT. THEY SHOUL
UNCONTROLLED AIRCRAFT IN CONTROLLED AIRSPACE
PRM APPROACHES
AIRPORT SECURITY
CONTROLLER PILOT DATA LINK COMMUNICATION (CPDLC) IS ABSOLUTELY HORRIBLE. IT WILL CAUSE A MID-AIR CONCLUSION ONE DAY. IT HAS NO USEFUL PURPOSE BUT TO INCREASE PILOT WORKLOAD AT THE MOST INOPPORTUNE TIME. VERY DISTRACTING TO BOTH PILOTS.
LANGUAGE BARRIERS, THE INABILITY OF FOREIGN CONTROLLERS TO HANDLE THINGS THEY HAVE A WRITTEN SCRIPT FOR, ALTITUDE DEVIATE WITH A CONTROLLER ON A FH RADIO IS HAPPENING BECAUSE OF THE POOR QUALITY OF FH RADIO
ATC GIVING OFF COURSE HEADING CHANGES OR ALTITUDE CHANGES DUE TO LOST OF AIRCRAFT SEPARATION
ATC CONTROLLERS UTILIZING MORE THA ONE FREQUENCY MAKING IT DIFFICULT TO COMMUNICATE WHERE A PILOT NOT HEARING ATC COMMUNICATION WITH OTHERS
R SAID AT [AIRPORT X] THE GROUND VECHICLES LACK REDUCE VISIBILY. (TAXING BETWEEN PARALLELS)
FATIGUE FACTOR IS OVERLOOKED
ATC FIRST TAXI INSTRUCTIONS ONLY OCCURS IN AIRPORT X WHEN ATC SAYS NOTHING IT'S UNCOMFORTABLE FOR PILOTS.
TCAS DEVIATION.FAA IS WAY BEHIND IN OVERSEEING AVIATION COMMUNITY IN GENERAL
ATC CLEARANCES USING CPDLC- TEXT REQUIRING CONDITIONAL CLEARANCE
MORE AUTOMATION QUESTIONS NEED TO BE ASKED.
SECURITY HAZARD INFORMATION WE DO NOT GET ENOUGH INFORMATION ABOUT TERROIST RISK.WE NEED BETTER TIMELY PERTINENT SECURITY INFORMATION.
A PROBLEM WITH SOME AIR TRAFFIC CONTROLLERS RESPONDING TO YOU TO ACKNOWLEDGE THAT THE PILOT HAS BEEN HEARD AND THE PILOT WILL HAVE TO ASK REPEATEDLY UNTIL YOU GET A RESPONSE. THIS HAPPENS OCCASIONALLY, BUT NOT OFTEN.
ATC PUTTING TOO MANY PEOPLE IN ONE PLACE. SHOULD BE MORE AWARE WHAT A PLANE CAN AND CANNOT DO. RELATIONSHIP TWEEN AUTOMATIC SYSTEM AND ATC SHOULD BE IMPROVED,
NOTAMS COME IN SUCH A LARGE QUANTITY,IT MAKES IT DIFFICULT FOR PILOTS TO IDENTIFY THE CRITICAL
QUESTIONS NEED TO BE ASKED WITH RESPECT TO AVIATION SAFETY ACTION PROGRAM
REGULATORY CHANGES
ACCURATE WEATHER INFORMATION WHILE AIRBORNE
THE ATC SYSTEM NEEDS TO HANDLE THE NEWER GENERATIN AIRCRAFT SUCH THAT PILOTS CAN FLY A STABLE APPROACH. AIRCRAFT SHOULD FLY A 3TO1 GLIDEPATH SO ATC PLAN SHOULD BE TO HAVE THE AIRCRAFT AT 250 KNOTS AND 10000 FET ABOVE GROUND LEVEL AND NO CLOSER THAN 30 M
FATIGUE DUTY DAY AND CREW REST MINIMAL CREW RECOVERY TIME, HF RADIO AND SATELLITE USAGE
REDUCE VERTICLA;L SEPARATION PROGRAM-- I GOT A WEIRD CRUISE AT 380 (1000 FEET) NORMALY @ 2000
CONGESTION
ATC COMPETENCE DUE TO EXCESSIVE WORKLOAD
R SAID THAT THE ATC ARETELLING THE PILIOTS TO GO FASTER @ ARE PUSHINGTHEM TOMUCH.
ASK ABOUT AUTO LANDINGS.
HITTING HARDER ON FREQUENCY CONGESTION ISSUES PARTICULARLY, LACKING OF FREQUENCY IN THE US HOW MANY TIMES HAVE YOU EXPERIENCE OVERLAPPING FREQUENCY THAT WOULD OVERLAPPING APPROACH CONTROL EN ROUTE TRAFFIC CONTROL.
NEW REDUCE SEPARATION STUDY RSVM, SECURITY, DUTY TIMES, FATIGUE FACTORS

D3A
MULTIPLE CLEARANCES-ATC CONTROLLERS ARE NOT SUPPOSED TO GIVE MORE THAN 3 PIECES OF INFO AT ONCE-IS THIS A REG, AND IS IT BEING FOLLOWED?
FATIGUE
ATC APPROACH --SPEED ASSIGNMENTS ON FINAL A REAL PROBLEM. WE CAN'T HAVE STABILIZED APPROACH AT SOM OF SPEEDS BY
R SAYS HE FLIES REGINAL CARRIERS, AND BEING IN THE JUMP SEAT THERE IS SAFETY ISSUES WITH SITUATIONAL AWARENESS, EMERGENCY MANAGEMENT
P
WHEN AN ATC CLEARENCE IS GIVEN THAT INVOLVES A CHANGE OF HEADING OR ALTITUDE AND AN IMMEDIATE CHANGEOVER TO A NEW CONTROLLER OCCURES THERE IS A HIGH PERCENTAGE OF TIMES WHEN THE NEW CONTROLLER IS UNAWARE OF THAT CHANGE PARTICULARILY HEADINGS OR AIRSPEEDS
USE ACARS MORE FOR CLEARENCE. ALSO, CLEARENCE SHOULD HAVE ALIMIT ON HOW MANY THINGS THEY CAN CHANGEEX (AIR SPEED, ALTITUDE, HEADINGS, AND FREQUENCY CHANGE. THEN WE MUST REPEAT BACK TO WHOM EVER IS CONTROLLING US THAT INFORMATION.
INTERACTION BETWEEN AIR TRAFFIC CONTROL AND PILOTS IS WOEFULLY LACKING
GROUND MOVEMENT AND SIGNAGE
RADIO CONJESTION IN HIGH DENSITYAIRPORTS AS IN [AIRPORT X] AND [AIRPORT X]
EVERY NOW AND THEN A COMMUNICATION PROBLEM BETWEEN A T C AND THE PILOTS
CONGESTION AROUND MAJOR AIRPORTS: AIR AND GROUND; WEATHER: NEED FOR MORE USEFUL
DUTY LIMITS-CREW FATIGUE
CONTROLLERS NOT LISTENING TO READ BACK OF THEIR INSTRUCTIONS
A STUDY OF AIRPORT X; THERE NEEDS TO BE BETTER COORDINATION BETWEEN APPROACH CONTROL &ARRIVALS, TYING ARRIVALS TO SPECIFIC RUNWAYS
ARMED LAW ENFORCEMENT OFFICERS
CONGESTION AT LOCATION X-ASK ABOUT PILOTS TIMEFRAME (I.E. A PILOT'S BEST ESTIMATE)
EXPAND THE TIME PERIOD
CREW REST, HIGH AIRSPEEDS AND ALTITUDES ON APPROACH, GROUND VEHICLES NOT YIELDING TO AIRCRAFT
AIR TRAFFIC CONTROL PROCEDURES CLEARANCES AND DEPARTURE PROCEDURES COLD WEATHER PROCEDURES
ATC PROCEDURES-AND POLICY WASTE MORE FUEL THAN IF WE LET THE SPIGOT FLOW---NEED AIRPORTS.RUNWAYS. AIRLINES CALL THE FLIGHT BANKS ALL AT ONE TIME THEN THERE IS SLOW TIME-HARD ON CONTROLLERS. FEAR OF VIOLATING AIRSPACE COSTS FUEL.
CATERING PEOPLE DO NOT GO THROUGH SCREENING, CREW SCREENING IS EXCESSIVE
REVISE FIRST ASSIGNED ALLTITUDE IMMEDIATELY AFTER TAKEOFF TO A LOWER ATTILTUDE
NOT HAVING ACCESS TO NATIONAL RADAR , THAT WILL HELP PILOTS TO SEE BETTER THAN THEIR OWN RADAR SCREEN.
WHEN WE ASK OUR COMPANY TO MEET WITH A GATE OFFICER IT WAS A MESS. WHEN WE ASK TO DETAIN A PERSON WE WANT SOMEONE WITH AUTHORITY THERE. AIRPORTS WITH MANY ARRIVALS IS FRUSTRATING
CREW REST-FATGUE
FATIGUE
ATC COULD CLEAR TO NEAREST VOR OR INTERSECTION
CREW REST OR CRITICAL DUTY TIME
THE FINANCIAL SITUATION!!
ADVANCE TECHNOLOGY THAT EXISTS IS EXCELLENT BUT BECAUSE OF IT THE PILOT'S SKILLS ARE NOT AS ADVANCED- PILOTS DO NOT HAVE A CHANCE TO PRACTICE THE SKILLS TO KEEP ABREAST OF THE TECHNOLOGY.

D3A
THE SUDDEN SWITCHING FROM ONE SHIFT TO ANOTHER IS PROBLEMATIC (LONG BLOCKS OF DUTY ON AND OFF WOULD BE PREFERABLE); DUTY DAYS ARE TOO LONG; THE INTERFERENCE BY COMPANY MANAGEMENT OF COCKPIT AUTHORITY BY THE CAPTAIN IS A SAFETY ISSUE; UNACCEPTABLE CREW
LANGUAGE BARRIERS IS A SAFETY PROBLEM; TOO MUCH GUESSING
SLEEP PROBLEMS; FLYING ON THE BACK SIDE OF THE CLOCK WITH NO SLEEP & NO REST
ATC MICROPHONES ARE OF A POOR QUALITY, CANNOT HEAR INFORMATION CLEARLY
IN LIGHT OF THE EVENT ON [EVENT X] SECURITY IT IS IMPORTANT THAT WE REEVALUATE SECURITY PROCEDURES FOR PASSENGERS AND PROCEDURES TO BE USED IN THE EVENT OF AIRCRAFT HIJACKING
FATIGUE
MORE REGIONAL JETS ARE SLOWER HOLDING UP AIR TRAFFIC
STRESS OF THE CREW; GENERAL CONGESTIONS;
HAVING TOO MUCH ON THE RUNWAY (CONGESTED RUNWAY)
TAXIING IN HIGH DENSITY AIRPORTS- NO STANDARDIZATION OF MARKINGS
BETTER WEATHER RADAR INFORMATION, CHANGING UPDATING OF CHARTS INSTEAD OF MANUAL UPDATE
ATC BEING OVERWORKED
DURING SHUTDOWN CLASS B OPERATIONS SHOULD BE ALIMINATED HAD EVAIVE WITHIN 5 MILES OF THE
AVIATION ENGLISH FOR INTERNATIONAL CONTROLLERS,
CREW REST, FAR REGULATIONS
REBACK OF ALTITUDES
AT THE LARGER AIRPORTS, THE SMALLER AIRPLANES SHOULD BE VECTORED ONTO THE APPROACH AT ALTITUDES ABOVE HEAVY AIRPLANES
MULTIPLE FREQUENCIES ON ATC, ATC REFUSING WEATHER CLEARANCE
VALIDITY IN THE USAGE OF INTERSECTING RUNWAY OPERATIONS, CRISS-CROSSING PLANES WHEN YOU LAND
QUESTIONS ARE NARROW, BECAUSE IT DOESN'T ALLOW FOR PROPER ANSWERING OF THE QUESTION
AIRSPACE BECOMING VERY SMALL WITH THE USE OF GPS BECAUSE PILOTS ARE FLYING SUCH PRECISE ROUTES AND ALTITUDES
WE FLY UNDER 1231 SUPPLEMENTAL. DUTY TIMES UNDER THIS ARE VAGUE AS TO WHAT IS DUTY TIME AND WHAT ISN'T. THE COMPANY FROWNS ON THE WHOLE ISSUE OF FATIGUE WHEN WE COMPLAIN; RANDOM CHECKS OF SECURITY ARE ANNOYING. I HAVE BEEN CHECKED EACH TIME I'M IN UNIFRM
60 DAY RECALL IS TOO SHORT, LOCATION X AND LOCATION X CONTROLLERS ARE NOT GETTING IT DONE
SECURITY ISSUES ARE A CONCERN
CREW DUTY LIMITATION,CREW FATIGUE,MORE ?'S NEED TO BE ASKED
RADIO COMMUNICATIONS, ESPEC. IN CENTRAL & SOUTH AMERICA, ARE BAD. THEIR EQUIPMENT IS OF POOR QUALITY. THE CONTROLLERS SPEAK POOR ENGLISH AND USE SPANISH TO TALK TO THEIR OWN CREWS. NAVIGATIONAL AIDS ARE ALSO POOR IN THESE AREAS.
AIR TRAFFIC CONTROL. GROUND STOPS, ESTIMATED DEPARTURE TIMES METER THE FLOW OF TRAFFIC
CONSISTENCY AMONG ATC REGIONS THROUGHOUT THE COUNTRY - TERMINOLOGY, EXPECTATIONS, UNDERSTANDING AIRCRAFT PERFORMANCE
CONTROLLERS LET LARGE JETS TAKE OFF ON [AIRPORT X] WHEN TURBO PROPS ARE ON SHORT FINAL TO
WHY DID THEY TAKE MY FINGER NAIL CLIPPERS AWAY? AIRPORT SECURITY
TOO MANY REGIONAL JETS--
FATIGUE SCHEDULES, AMOUNT OF AVAILABLE COMMUNICATION FREQUENCIES, CONSTRUCTION
FATIGUE ISSUES DUTY TIME QUESTIONS ,CERCADIAN RYTHEMS,
ASK MORE QUESTIONS ABOUT FEDERAL FLIGHT DECK OFFICERS
ATC CENTER CONTROLS MORE THAN ONE FREQUENCY AT A TIME. ONE CONTROLLER MAY OPERATE TWO OR MORE FREQUENCIES AT A TIME, AND SOMEBODY MAY GET CUT OFF WHEN SOMEWHERE TRIES TO GET

D3A
MODERNIZE ATC EQUIPMENT
ARE PILOT RECEIVING NASA FEED-BACK NEWS LETTER
OVERCROWDING OF FREQUENCIES
SECURITY IN GENERAL
AIRCREWS GOING THRU SECURITY
POWER CONTROLLERS ISSUEING CLEARENCES DURING THE LANDING ROLL
SAFETY RELATED PILOT FATIGUE AND SCHEDULING FACTORS
I AM CONCERNED THAT WE LAND AT A NUMBER OF AIRPORTS WHERE THERE ARE NO ATC PERSONS WORKING AFTER A CERTAIN TIME.
FREQUENCY CONGESTION,CREW FATIGUE
SMS QUESTIONS SHOULD BE ASKED
SATURATION AND COMMUNICATION CONGESTION --MOST EVENTS HAPPENED IN LAST X YEARS
STABLIZED APPROACHES
ATC FREQS ARE JAMMED;ATC TRAINING PROBLEMS;CERTIFICATION ISSUES FOR PLANES-LACK OF NECESSARY EQUIPMENT ABOARD;CREW REST ISSUES
TERRORISM
TRAFFIC FLOW ON & OFF RUNWAY; CROWDED AIRPORTS; CLEARANCE CHANGES CAN BE TRAMATIC
SECURITY FOR CARGO
CREW FATIGUE--THAT IS THE NUMBER ONE SAFETY PROBLEM, PARTICULARLY AT NIGHT.
AIR CRAFT MAINTENANCE AND DISPATCH FUNCTION QUESTIONS WERE NOT ASKED AND NEED TO BE ASKED ,ALSO ASK DID YOU HAVE ANY PROBLEMS WITH S I D S ,S T A R S,NOISE ABATEMENT AND THE ENGLISH
ATC WORKING TWO FREQUENCIES ANSWERING THE FREQUENCY YOU'RE NOT ON
FLIGHT TIME AND DUTY TIME
PROBLEMS WITH BAD WEATHER AND APPROACH CLEARANCES AMONGST ATC IN [AIRPORT X] , FATIGUE ISSUES
LAND AND HOLD SHORT CLEARANCES, DIVERSION ALTERNATE RULES ,INADEQUATE ALTERNATES, DIVERSION ALTERNATE IN THE PACIFIC REGION
NOTAMS ARE DIFFICULT UNDERSTAND AND INTERPRET
EN ROUTE CONTROLLERS ARE MUCH BUSY THAN THE DAYS OF THE OLD, MAKES FREQUENCY DIFFICULT TO GET A WORD IN
THERE ARE NOT ENOUGH AIR TRAFFIC CONTROLLERS WORKING. OFTEN, YOU NEEED TO CALL THREE TIMES BEFORE SOMEONE RESPONDS. THAT IS DANGEROUS.
DISTRACTIONS FROM PASSENGERS THAT REQUIRE COCKPIT ATTENTION
ATC FREQUENCY SEEMS TO BE AN ONGOING PROBLEM. THERE ARE TIMES WHEN IT IS HARD TO REACH ATC IN A TIME CRITICAL SITUATION.
SECURITY -TERRORISM
ARRIVAL ROUTES, STARS,
HAZARDOUS WEATHER PROBLEMS INVOLVING DEVIATIONS IN HIGHLY SATURATED AREAS AT BUSY CHECKPOINTS POINTS, ATC WEATHER AVOIDANCE PROCEDURES
THE NEED FOR T-CAS IN CARGO PLANES
CALL SIGNS
FATIGUE.
FREQUENCY CONGESTIONS
FATIGUE
ANTIQUATIC AIR TRAFFIC CONTROL SYSTEM
TOO COMMON TO HAVE RUNWAY SHIFTS WITHIN 10 MILES
RUNWAY CONGESTION

D3A
AIRCRAFT ARE REQUIRED TO A HIGH AIRSPEED OF SPEED ON FINAL APPROACH WHICH RESULTS IN HARD TO REACH ACCEPTABLE APPROACH SPEED
MORE FORTHCOMING TURBULENCE REPORTS FROM ATC
GROUND SECURITY FOR AIR CREW AND PILOT
THE CONGESTION ON THE FREQUENCIES, ESPECIALLY AT AIRPORT X AND ON APPROACH CONTROL AT AIRPORT X
VOLUME OF MOVEMENT AT AIRPORT X AND THE COMPRESSION IN TERMS OF SEPARATION
WORK LOAD OF THE AIR TRAFFIC CONTROLLERS, THEY NEED RELIEF. WE NEED MORE AIRTRAFFIC CONTROLLERS SO THE AIR SPACE COULD BE DIVIDED UP BETWEENT HE CONTROLLERS TO AVOID FREQUENCY CONGESTION.
TO MANY AIRPLANESLANDING AT AIRPORTS
LACK OF RADIO CONTACT AND RADAR SURVEILLANCE BELOW 18000. LOW ALTITUDE, AND INTERNATINAL, WEATHER FORECASTING AND WINDS ALOOF THE UNITED STATES DOES NOT COMMUNICATE WITH LOCATION X
AT NIGHT CONTROLLERS CONTROLLING AREAS ON MULTIPLE FREQUENCIES
RADIO CONGESTION AT LARGER AIRPORTS
R MOSTLY FLIES INTERNATIONAL.EUROPE HAS CONDITIONAL CLEARANCE.HAVE PROBLEMS WITHFREQUENCIES ARE POOR.THEY MUST WAIT IN LINE A LONG TIME BECAUSE OF THE FREQUENCIES.2CREWMEMBERS WHO FLY LARGE [AIRCRAFT TYPE X] PLANESHAVE MANY RUNWAY CHANGES. R SAID IT CAN
CONGESTIONS IS THE LARGEST PROBLEMS RIGHT NOW
AIR TRAFFIC CONTROL..COMMUNICATIONS ARE A PROBLEM...THE MICROPHONE IS THE WEAKEST LINK; THE SKY IS TOO CROWDED RESULTING IN OVERWHELMED ATC; T-CAS ARE GOOD TOOLS.
CONGESTED COMMUNICATION: SPEED IN THE TERMINAL AREA
COMPLEXITY OF TODAY'S AIRCRAFT-KEEP CURRENT WITH THESE AIRCRAFT
PILOT WOULD LIKE TO SEE LAND AND HOLD SHORT ISSUES ADRESSED
USE OF COMPOSITE MATERIALS-GO BACK TO OLD X-RAY & NONDESTRUCTIVE METHODS
AIR AND GROUND CONGESTION AND AIRPORT X
UNRULY PASSENGERS ON FLIGHTS. IT HAS GOTTEN SOMEWHAT BETTER. WOULD LIKE TO SEE MORE QUESTIONS ABOUT SAFETY FOR HANDLING UNRULY PASSENGERS IN THE AIR.
INTERNATIONAL FLIGHTS WE HAVE SOME LANGUAGE PROBLEMS AND SOME OF THE CARGO WEIGHT PROBLEM DISPATCH THE LANGUAGE BARRIER CAUSES A PROBLEM
RESOLTION ADVISORIES INCREASED AND NEAR-MISS HAZARDS SEEMS TO BE TREND MASKED BY TCAS
CREW FATIGUE-THERE SHOULD BE THE SAME CREW DUTY RESTRICTIONS FOR INTERNATIONAL PILOTS AS FOR DOMESTIC PILOTS; QUALITY OF REST ON AIRCRAFT IS PRACTICALLY NON-EXISTENT
R EELS THERE ARE PROBLEMS WITH CONTROLLERS ; THEY MUST REALIZE THAT THE PILIOTS CANT DO WHAT THEY ASK.THEY MUST REMEMBER THE PILIOT IS INCONTROL
TSA IS A FACADE, LESS HARASSMENT OUTSIDE OF THE USA AIRPORTS, CARGO SCREENING
PRM APPROACHES;RVSM AIR SPACE
FREQUENCY CONGESTION IN HIGH DENSITY AREAS
AIR TRAFFIC CONGESTION IS A BIG SAFETY CONCERN IN THE TERMINAL AREAS
OUTAGES OF RADAR SYSTEMS.
IN LIGHT OF RECENT EVENTS CREW COORDINATION IN EVENT OF SOME TYPE OF HIJACKING, REVISED PROCEDURES IJN FDEALING WITH THAT, A DOOR THAT'S UNBRIDGEABLE
ATC USE NON-STANDARD PHRASEOLOGY, TRUNCATED TERMINOLOGY, TOO FEW CONTROLLERS WORKING
THE SAFETY OF THE LAND AND HOLD SHORT OPERATIONS
COMMUNICATION CONGESTION, EVEN IN NON CRITICAL SITUATIONS
HOW MANY TIMES DID YOU ENCOUNTER A VISUAL FLIGHT RULES AIRCRAFT THAT ATC WAS AWARE OF BUT NOT TALKING TO BUT THEY KNEW THEY WERE THERE
SECURITY OF BAGS GOING BELOW NOT SCREENED

D3A
AMBIGUOUS OR POORLY WORDED CLEARENCE ISSUED BY ATC
ADC WORKLOAD
100% ID ON CHECKING OF THE BAGS AND SECURITY ON THE RAMP AND IN THE AIRPLANE
TRAFFIC CONGESTION
POOR COCKPIT MANAGEMENT
SLEEP-REST REQUIREMENTS ARE STILL A PROBLEM
T S A INABILITY TO SCAN PASSENGERS
ADD QUESTIONS ABOUT EMERGENCY DECLARATIONS THAT DON'T RESULT IN ALTERNATES, FATIGUE ISSUES FOR NIGHT FREIGHT
ATC TRYING TO MAINTAIN AIRCRAFT ON HIGH AIRSPEED IN CLOSE PROXIMITY TO AIRPORT
LANGUAGE BARRIERS ON INTERNATIONAL FLIGHTS-NOTAM DESIMINATION ON INTERNATIONAL FLIGHTS-RELATED TO TRANSLATION ALSO THE DIFFICULTIE UNDERSTANDING A.T.C ON INTERNATIONAL FLIGHTS
MAINLY THE GENERAL AVIATION OPERATING SMALL AIRPLANES ON LARGE AIRPORTS.
CREW FATIGUE QUESTION, HOW MANY TIMES DID YOU FLY WHEN YOU SHOULD NOT HAVE ?
ATC CONGSTION ON FREQUENCIES
N.E. U.S IS VERY CONGESTED, CONTROLLERS ARE IGNORING SOME CALLS
HOW MANY TIMES HAVE YOU ENCOUNTERED WAKE TURBULENCE, IS SEPARATION SUFFICIENT FOR TAKEOFFS AND LANDINGS, SECURITY: ANY CREWMEMBERS ENCOUNTERED ANY SECURITY ISSUES GOING THROUGH INCREASING SCREENINGS
EFFECTIVENESS OF NOTAM DESEMINATION
TOO MANY AIRPLAN-ES
AIRCRAFT W-PREDEPARTURE CLEARANCES DO NOT MATCH FLIGHT PLAN ROUTE & ARE NOT IDENTIFIED W-AIRCREW ALERTS; OCEANIC CONTROL DOES NOT CONFORM TO AIM FOR NON-RADAR PROCEDURES; ATC CONTINUALLY GIVES CLEARANCES W-O A REASON FOR CLEARANCE & DON'T ADVISE HOW TO GE
AIRLINES HAVE TOO MUCH TALKING GOING ON ON THE GROUND,, GROUND PROCEDURES REQUIRE TOO MUCH TALKING TO ACCOMPLISH
R SAID ASK A QUESTION ABOUT SYSTEMS FAILURES, EX HYDRONICS
FLYING AROUND REALLY LOW IS WORTH A CLOSER LOOK ESPECIALLY VERY CONGESTED AREAS.
EXPLORING FLIGHT DECK SECURITY WHILE AIRBORN
THE INCREASE FROM 80 HRS TO 95 HRS PER MONTH FOR CREW FLYING TIME IS UNSAFE. THIS WILL RESULT IN EXTREME CASES OF FATIGUE AND CATASTROPHES WILL RESULT. HF RADIOS NOW BEING USED ARE OUTDATED AND THE CONVERSION TO CPDLC IS NECESSARY FOR GOOD COMMUNICATION.
EQUIPMENT UTILIZED BY A T C NEEDS TO BE UPDATED
MORE QUESTIONS ABOUT ATC HIGH SPEED APPROACHES,
GROUND OPERATIONS NEEDS TO BE IMPROVED,ESPECIALLY WITH THE ADVENT OF REGIONAL JETS
SECURITY AROUND CARGO AREAS-COMPARTMENT TOO LENIENT + OPEN.
THE LACK OF RUNWAYS IN AIRPORT X AND AIRPORT X, INTERNATIONALLY WE NEED TO GET OUR ATC REPORTS SIMPLIFIED.
CLEARANCE CHANGE & WEATHER DEVIATION CLEARANCES ON DEPARTURE
REGARDING TAXIING-POOR MARKINGS, POOR CONTROLS
UNUSUAL FLIGHT PATTERNS ON TAKE-OFF DUE TO NOISE ABATEMENT
MORE ?'S ON FREQUENCY CONGESTION,DEPARTURES AND TAKE OFFS
PILOT FATIGUE, GROUND PROBLEMS STILL EXIST-A MAJOR PROBLEM,DEPARTURES IN [LOCATION X] ARE DANGEROUS TO DUE TO MOUNTAINS,POLITICAL CONCERNS IN [LOCATION X] RE RUNWAY ISSUES
I FLY OLDER EQUIPMENT-NOT ALL CONTROLLERS UNDERSTAND THIS. MY CONCERN IS RECEIVING INSTRUCTIONS THAT I CAN'T FOLLOW & THEN RUNNING INTO COMMUNICATION PROBLEMS

D3A
FREQUENCY CONGESTION
APPROPIATE CREW REST . SHORT OVERNIGHT LAYOVERS WITH LIMITED REST
ANTIQUATED ATC EQUIP'T COMPARED TO ELSEWHERE IN THE WORLD
CONTACT ALPA THE LARGEST PILOT UNION. THEY WOULD HAVE A LOT OF INPUT THERE.
ORNAVE APROACH" BECOMING MORE WIDESPREAD
ATC PILOT COMMUNICATIONS-ATC NOT LISTEN OR HEAR PILOTS. ATC NOT HELD ACCOUNTABLE TO THAT.
QUESTIONS SPECIFICALLY RELATED TO LAHSO
AIR RAGE BETWEEN PILOTS AND CONTROLLERS
ARRIVAL AND DEPARTURE PROCEDURES GOING INTO CERTAIN AIRPORTS LIKE AIRPORT X
MORE RESEARCH IN WAKE TURBULENCE-SEEMS TO BE OCCURRING MORE FREQUENTLY, AT LOWER ALTITUDES & BEHIND SMALLER PLANES
GROUND CONTROL FREQUENCY ARE VERY CONGESTED THAT CANT'T READ BACK YOUR ATC CLEARENCE
RELATING TO WAKE TURBULENCE, HEAVIER JET COME IN 1000 FT ABOVE TURBOPROP PLANES- PILOT CONSIDERS THAT A SAFTEY CONCERN
CREW REST! IT SAVES MONEY TO FLY CREW MEMBERS A LONG TIME--THIS SHOULDN'T BE THE CASE.
TRAFFIC CONGESTION HUB AREA AND LOCATION X SECTION IN US, LOOSE UP CLEARANCE ACCEPTANCE
THE REST REQUIREMENTS FOR AIR CREWS DOESN'T SPECIFY ACTUAL SLEEP BUT TIME OUT OF THE AIRCRAFT; STAFFING CONCERNS;CUTTING BACK EMPLOYEES IN THE AIR AND ON THE GROUND COMPROMISES SAFETY;WE HAD ONLY 4 PEOPLE FOR 13 GATES AND TAKES A MINIMUM OF 3 PEOPLE .
AIRPLANE MAINTANCE IS POOR & GETTING WORSE. COST IS THE BOTTOM LINE, NOT SAFETY, FOR AIRLINES. PILOT FATIGUE IS A BIG ISSUE. COCKPIT RESOURCE MANAGEMENT (CRM) IS NOT WORKING. RUDDER PROBLEMS ON THE AIRCRAFT TYPE X'S ARE A MAJOR SAFETY ISSUE.
ATC PROBLEMS IN LOCATION X , NO STANDARDIZATION OF COMMUNICATION ON PART OF ATC PERSONNEL,
TOO MUCH RADIO FREQUENCY CHANGES- DISTRACTS US
FREQUENCY CONGESTION--NOT EMERGENCY SITUATION BUT AT MANY AIRPORTS HARD TO GET WORD IN @ LARGE AIRPORTS. [AIRPORT X] CHANGES ARRIVAL CREATES COCKPIT WORKLOAD-DISTRACTIONS--SETTING US UP FOR DETERIORATING SITUATION
HOLDING BETWEEN RUNWAYS IN [AIRPORT X]
TEMPERAMENTS OF MANY AIR TRAFFIC CONTROLLERS SEEMS TO BE GETTING WORSE
[AIRPORT X] IS SENDING AIRCRAFT TOO CLOSE AFTER ANOTHER TAKEOFF
SECURITY ISSUES
ADEQUATE TRAINING FOR FEMALE PILOTS AND RELIEF PILOTS, SHOULD WE ADD LEGISLATION TO EVALUATE PEOPLE, CONGESTION ISSUES
A 60 DAY TIME PERIOD IS TO SHORT FOR THE SURVEY . R FEELS IT SHOULD BE AT LEAST 6TO12 MONTHS
INADEQUATE CREW REST A MAJOR ISSUE, ESPECIALLY FOR NIGHT AIRCREW
R SAID THERE ARE MANY PROBLEMSSWITH ATC ;WITH THE CONGESTION THERE IS POOR COMMUNICATION; THEY ARE REALLY STRESSED OUT.
PILOTS NEEDING MORE
ADD MORE RUNWAYS AND EXTEND THE ONES WE HAVE
TRAFFIC CONGESTION, THERES A LOT OF PLANES GOING AT THE SAME TIME, THIS NEEDS TO BE ADDRESSED
[AIRPORT X] TOWER RADIOS, ON-GOING OCCURENCE WHERE APPROCH CONTROL RADIOS BLEED OVER TO TOWER FREQUENCY, SO THAT WHEN ONE IS ON TOWER FREQUENCY YOU CAN HEAR APPROACH FREQUENCY.
RUNWAY INCURSION (EXAMPLE IS [AIRPORT X])
SECURITY

D3A
ONE OF THE BIGGEST PROBLEMS WITH THE FAA IS THAT THEY TELL YOU TO DO THINGS WITHOUT AN EXPLANATION OF WHY--AND SOMETIMES WHAT THEY DO DOESN'T MAKE SENSE AND UNDERMINES THE INTEGRITY. SEQUENCING ON THE GROUND WHEN YOU'RE TOLD TO GET OFF THE GROUND IS UNF
IMPROVEMENT OF THE SYSTEM OF CLEARANCES AND CLEARANCE DELIVERY AIRCRAFT THAT ARE CAPABLE OF GETTING INFO THROUGH THE AIRCRAFT SHOULDN'Y HAVE TO CALL IN
DEPARTURE CLEARANCES ARE TO FLY A HEADING TO INTERCEPT A VOR RADIAL TO INTERCEPT ANOTHER VOR RADIAL AND THEN TO JOIN A COURSE; SHOULD BE A WAY POINT TO WAY POINT; FMS NOT CAPABLE OF NAVAGATING IN THIS MANNER; CREATES COCKPIT WORKLOAD IN THE DEPARTUREAREN
ATC SYSTEM IS EXTREMELY OVERLOADED, CONTROLLERS ARE OVERLOADED
CONFUSED A T C VOICE TRANSMITTION OVER THE RADIO
PROBLEMS WITH FYLING ON BACKSIDE OF THE CLOCK; SLEEP PATTERN IS DISRUPTED; SAFETY HAZZARD; NEVER ABLE TO DEVELOP A NORMAL SLEEP PATTERN.
R-NAV PROBLEMS AT [AIRPORT X]; SPEED IN [LOCATION X] GIVEN BY ATC
NON COMMERCIAL OPERATIONS SHOULD BE ADDRESSED
AT AIRPORT X AND OTHER AIRPORTS HAVING PLANES CROSSING INBOUND AND OUTBOUND RUNWAYS AS A MATTER OF COURSE IS A DISASTER WAITING TO HAPPENS LAND IN THE MIDDLE OF
SOME MEL ITEMS, ESPECIALLY AT NIGHT, LEAVE A LOT TO BE DESIRED. MEL ITEMS, FROM A USER'S STANDPOINT, SHOULD BE EVALUATED.
NORTH EAST COMMUNICATION CONGESTION, HIGH RATES OF DESCENTS BY ATC IN THE AIRPORT AREA
R SAID THERE IS POOR RADIO IN DEVELOPMENT COUNTRIES
FATIGUE OF CREW SECURITY SCREENING
A T C VISUAL SEPARATION ON APPROACH
BEING PROTECTED FROM RUNWAY INCURSIONS
ASK IF THE AIRCRAFT WAS EQUIPED WITH TCAS
TCAS ON EVERY AIRCRAFT-SHOULD BE. DUTY TIME BY AIRLINES TOO LONG.
BETTER WEATHER INFORMATION INCLUDING GPS SYSTEM
FREQUENCY CONGESTION REGARDING INABILITY TO COPY-CONFIRM INSTRUCTIONS
CREW DUTY DAYS AND CREW FATIGUE
UNLIKE OTHER COUNTRIES WE USE THE SAME WORD HOLD PRIOR TO TAKEOFF FOR TWO DIFFERENT THINGS, WHICH CAN BE RELATED TO THE INSTRUCTIONS
WEATHER-RELATED DELAY PROGRAMS
THE QUESTIONS THAT ARE INVOLVED ARE VERY SPECIFIC, THEY ARE ALL POTENTIALS BUT WERE AVOIDED, THE DOESN'T ADDRESS HOW MANY PEOPLE ARE AVOIDING THE MESS UP
GENERAL AVIATION AT MAJOR AIRPORTS.
FATIGUE ISSUES-FOCUSING ON BACKSIDE OF CLOCK FLYING, UNCONTROLLED AIRFIELDS
DIFFICULTY OR INFORMATION OVERLOAD
LANGUAGE BARRIER OVERSEAS
RADIO CONGESTION
READBACK OF CLEARANCES AMOUNTOF OF INFO TRANSMITTED IN ONE CLEARANCE IS TO MUCH AT TIMES O
MORE QUESTIONS CONCERNING EFFICIENCY OF AATC, A PERIOD OF TIME LONGER THAN 90 DAYS
AIRLINES SHOULD PREVENT MUSLIMS FROM ENTERING US AIRSPACE
THE ABILITY OF ATC TO DESCEBD YOU THROUGH KNOWN TRAFFIC THAT IS VFR AND WHERE WE HAVE TO RELY ON OURTCAS BECAUSE THE CONTROLLER HAS DESCENDED US THROUGH VFR RETURN ON THE RADAR(WHICH WAS ACTUALLY TRAFFIC BOTH TIMES!)
PILOTS FATIGUE

D3A
FREQUENCY CONGESTIONS AT TOWER AIRPORTS WHEN ONE CONTROLLER IS WORKING MULTIPLE FREQUENCIES. ATC PUSHING AIRCREW TO USE VISUAL APPROACH AT AIRPORTS THE FLIGHT CREW IS UNFAMILIAR WITH
1. ARE BANKRUPTCIES CAUSING ENOUGH DISTRACTION IN COCKPIT TO BE SAFETY PROBLEM? 2. BECAUSE OF CONTRACT CONCESSIONS, I AM PENALIZED WHEN CALLING IN SICK. PILOTS THEREFORE FLY WHEN SICK.
SECURITY
ATC RADIOS BEING BLOCKED OUT BY DIFFERENT AIRPLANES TALKING ON SAME FREQUENCY
LOOK INTO T CAS EQUIPTMENT
CREW FATIGUE & TERRORISM
QUESTIONS RELATING TO DO PILOTS FEEL PASSENGER AND BAGGAGE SCREENING SYSTEMS ARE PRACTICAL, EFFICIENT AND EFFECTIVEFOR REAL THREATS
PILOTS COMMUTING SHOULD BE ADDRESSED.ASK ABOUT PROFESIONAL CONTINUING EDUCATION &
CREW REST, RVSM
AUTOMATED FLIGHT SYSTEMS IN TERMINAL--AT LAST MIN GIVE US CHANGE-- ESP AT AIRPORT X CHANGE ARRIVAL PROCEDURE. AIRPORT X AT FAA NEED BETTER NOTAMS AIRPORT X ARRIVAL INTO AIRPORT X THEY WON'T CHANGE PLATES. SPEED NOTAMS INTO AIRPORT X NOT CHANGED VERSUS THE PLATES. SHOULD BE
AIRPORTS OPERATING IN ALOT OF TRAFFIC
FATIGUE
I'M CONCERNED ABOUT REDUCING ALTITIUDE SEPARATION
CALL SIGNS WITH 4 LETTERS SHOULD BE REASSIGNED, NOT GIVING AMPLE TIME TO CROSS RUNWAYS
SECURITY SCREENING OF AIRPORT EMPLOYEES. ALSO, CREW CHECKING FREQUENCY CHANGES.
PILOT FATIGUE AND ALSO AIRCRAFT SEPARATION ON FINAL APPRAOCH, I.E.,AIRCRAFTS BEING BROUGHT IN TOO CLOSE TO EACH OTHER
I WOULD LIKE TO SEE THE ATC SYSTEM ADDRESSED A LITTLE MORE; SOME ARE UNHAPPY, COSTING EXTRA TIME. I'M VERY UNHAPPY WITH THE ATC AS IT IS TODAY.
DUTY REST AND DUTY DAY LIMITATIONS; POSSIBLE CHANGE RE AGE 60 MANDATORY RETIREMENT SHOULD NOT BE CHANGED
HIGH AIRSPEED ON APPROACH
TRAFFIC CONGESTION GETTING WORSE AND WORSE, MORE FUEL USAGE, GOING FROM ONE TYPE OF AIRPLANE TO ANOTHER
LAST MINUTE CHANGES TO APPROACHES-HIGH SPEED THAT HAVE TO BE MAINTAINED
COCKPIT SECURITY
DIFFERENT PERIODS ESPECIALLY THE NIGHT; ONE CONTROLLER AT AN AIRPORT HANDLING ALL FREQUENCIES TOWER, APPROACH AND LANDING.
QUALITY OF ACARS ATC CLEARANCES, REVISED CLEARANCES, NOTEMS WAY TOO MANY ACRONYMS, CONGESTION IN [AIRPORT X]
AIRCRAFT PAINTED WITH NAME ON SIDE AND OPERATE UNDER DIFFERENT NAME WHILE ON GROUND YOU ARE TOLD TO FOLLOW AIRCRAFT WHICH MAY BE NAMED DIFFERENTLY
FATIGUE
#NAME?
THE LEVEL OF CONJESTION IN THE AIR TRAFFIC CONTROL CENTER IS GETTING TO THE POINT WHERE SOME OF THE CENTERS ARE EXTREMELY BUSY AND IT CAUSES MIS COMMUNICATIONS.
#'S OF TIMES I'VE HEARD NON STANDARD RADIO PHRASEOLOGY, ALSO THE ABILITY TO CONFIRM ATC CLEARANCE READ BACKS.
NATIONAL FLOW CONTROL PROBLEMS.
CREW REST AND NIGHT FLYING: CERTAIN RHYTHMS NEED TO BE TAKEN INTO CONSIDERATION. NEED TWO SLEEP CYCLES AND GET THEM IN 24 HOURS. SHOULD BE 18 OR 36.

D3A
THRE SHOULD BE MORE KNOWLDGE OF TURBULANCE , INTENSITY AND LOCATION, AND THAT SHOULD BE AVAILABE TO PILOTS ON A REAL TIME BASIS.
THERE IS SUPPOSED TO BE CONFIDENTIALITY BETWEEN YOU AND YOUR FAA SAFETY INSTRUCTOR IS VIOLATED. THEY RAT ON YOU AND REPORT YOU TO YOUR AIRLINE EVEN THOUGH THEY ARE NOT SUPPOSED TO. THIS NEEDS TO BE ADDRESSED.
AIR TRAFFIC CONTROL ATLANTIC SEVERE WEATHER AVOIDANCE EQUIPMENT IS RE- ROUTING PLANES INCORRECTLY AND INEFFICIENTLY, SEPARATION PROBLEMS BETWEEN SMALLER AND LARGER AIRCRAFT,
[AIRPORT X]
CENTER CLEARANCES WILL NOT RECONFIRM A CLEARANCE
CONTROLLER GIVE YOU 3 DIFFERENT INSTRUCTIONS IN ONE RADIO CALL. I THINK IT SHOULD BE ONLY 2 INSTRUCTIONS PER RADIO CALL.
AROUND THE AIRCRAFT ON THE RAMP REGARDING PEOPLE WHO HAVE ACCESS TO THE AIRCRAFT, AIRPORTS WITH INADEQUATE NAVAIDS, FREQUENCY CONGESTION AT AIRPORTS WITH REDUCED # OF AIRCRAFT
COMMUNICATION BLOCKAGE IS A GROWING CONCERN
THE FMC IS A LOT MORE TROUBLE TO CHANGE RUNWAYS A LOT MORE HEADS DOWN TIME
THE GOUND TAXI DIAGRAM AND RELATED TO EQUIPMENT IN RELATION TO THESE DIAGRAMS, E.G. AIRPORT X
IN THE INTERNATIONAL AIRWAY FLYING IN OTHER COUNTRIES THEY USE METERS INSTEAD OF FEET. DIFFERENT COUNTIRES HAVE VARIOUS REASONS FOR TCAS, AND PROGRAMMING IS DIFFERENT
CREWMEMBER FATIGUE
PASSENGER COMPLIANCE WITH CREW DIRECTION
PRM'S WILL CREATE SAFETY CONCERNS RE CONGESTION AND UNNEEDED MANEUVERS
COCKPIT INTRUSION
PILOTS FATIGUE,COMPLEXITY OF THE ARRIVAL AND DEPARTURE PROCEDURES
MORE FOCUS ON THE EXTRACTION FAN
RUNWAYS ARE ALWAYS OVERCROWDED, DIFFERENT FREQUENCIES FOR PARRALEL RUNWAYS,
GROUND OPERATIONS - ATC TOO RUSHED WITH INSTRUCTIONS. ALSO, NOT ENOUGH TIME ALLOTTED PER AIRCRAFT. MORE CONTROLLERS ARE NEEDED TO ADDRESS GROUND CONDITIONS
HAVE YOU EVER BEEN GIVEN AN ATC CLEARANCE TO DECEND BELOW 4000 FT MORE THAN 20 MILES FROM YOUR DESTINATION AIRPORT?
THE USE OF T-CAS AVOIDANCE IS RATHER CUMBERSOME, AS A PILOT MUST LOOK OUTSIDE TO ASSURE ACTION IS INDEED REQUIRED
R SAID AT [AIRPORT X] THERE ARE SHORT RUNWAYS ,VERY DANGEROUS.IT HAS CONCREAT BARRIERS AND HOUSES NEAR THE RUNWAY. (VERY DANGEROUS)
FREQUENCY CONGESTION
VECTORING ON WAKE TURBULENCE SITUATIONS
BEING ASKED TO MAINTAIN HIGH THAN DESIRABLE ALTITUDES AND OR SPEED TO THE OUTER MARKER
THERE ISN'T ENOUGH INFORMATION AVAILABLE TO FLIGHT CREWS ABOUT ACTUAL INCIDENTS THRU MY
[COMPONENT X] USE FOR ENTERING NORTH AMERICA, COMMUNICATING CAN BE HARD, ALL AIRLINES SHOULD HAVE SETCOM
IN AIRPORTS WHERE THERE IS ONE CONTROLLER WORKING SEVERAL FREQUENCIES WITH DIFFERENT TASK ASSIGNMENTS - IT IS IMPOSSIBLE TO HEAR IF SOMEONE ELSE IS TALKING AT THE SAME TIME
NOT ENOUGH TIME FOR INSTRUCTIONS LANDING ON RUNWAY BECAUSE OF FREQUENCY CONGESTION, IN STORMS YOU HAVE TO MAKE TURNS SOMETIMES WITHOUT GETTING CLEARANCE
HIGH ALTITUDE CLEARANCE CHANGES
OVERCROWDED AIRPORTS
TURN ATTENTION TO SECURITY & CARGO

D3A
R IS CONCERNED ABOUT SWITCHING TO RBSM R IS NOT IN FAVOR OF THIS.
PRM APPROACH PROCEEDURE NOT A GOOD IDEA
QUESTIONS ABOUT ATC WHERE THEY'RE WORKING MULTIPLE FREQUENCIES;TURBULANCE CHANGES SO QUICKLY THERE OUGHT TO BE MORE ACCURATE REPORTING BY EN ROUTE TRAFFIC CONTROL;THE PILOT USUALLY HAS TO REQUEST IT, ATC DOESN'T VOLUNTEER IT
FATIGUE DUTY TIMES AND FLIGHT TIME REGULATIONS. MORE ATC WEATHER RADAR HAS GOTTEN BETTER OVER THE YEARS. DOPPLER RADAR
PHNEUMATIC SYSTEM OVERHEAT, NO PROPER INFORMATION FROM DISPATCH AND WITH COMMUNICATION WITH MAINTENANCE, ACARS SHOULD HAVE HAD REROUTE ADDED TO THEIR ACARS SYSTM,
FREQUENCY CONGESTION IS BECOMING MORE OF A PROBLEM, I DON'T KNOW WHAT CAN BE DONE ABOUT IT AT CERTAIN TIMES OF THE DAY COMMUNICATION IS MORE OF A PROBLEM THAN OTHER.
NEW SECURITY SINCE [EVENT X], GUNS IN THE COCKPIT, RE-ENFORCING THE COCK PIT DOORS.
THE CLOSENESS OF AIRPLANES COMING IN ESPECIALLY AT THE LARGER AIRPORTS. ASK MORE QUESTION INTERNATIONALLY.
POOR ATTITUDE AMONG CONTROLLERS CALLOUS TOWARD REQUEST, LEADS TO A BREAK DOWN IN COMMUNICATION BETWEEN PILOTS AND CONTROLLERS, TOO MUCH COMMUNICATION FOR A SYSTEM THAT HAS A SMALL COMMUNICATION CAPACITY
SCHEDULES CHANGES THAT ARE IMPOSSIBLE TO KEEP UP WITH
SOME ANALYSIS ON "LASHO" OPERATIONS NEED ATTENTION, RUNWAY INCURSIONS NEED TO BE EMPHASIZED A LITTLE MORE.
TOO MANY SLAM-DUNK APPROACHES W-TOO LITTLE TIME
[AIRPORT X] FREQUENCIES TOO CONGESTED AND SLAM DUNK APPROACHES
ATC COMMUNICATIONS WHEN CONTROLLER IS WORKING MORE THAN ONE FREQUENCY; ASK ABOUT QUALITY OF BREAKING ACTION REPORTS; BEING REQUESTED TO USE A RUNWAY WHERE BREAKING ACTION REPORTS ARE NOT GOOD AND CROSS WIND ON THE RUNWAY IS AT THE AIRPLANE'S MAX
INADEQUACY OF RELIEF OFFICIER REST FACILITIES
BUT I DO NOT WANT TO DISCUSS IT
FATIGUE AND CREW DUTY DAYS, RUNWAY INCURSIONS, BETTER SIGNAGE FOR RUNWAYS
SECURITY & VIOLATIONS THAT ARE UNDETECTED
FREQUENCY CONGESTION IN TERMINAL AREA AND ON GROUND.
AIRCRAFT COMPATIBILITY
VISUAL APPR INTO AIRPORT X ESPECIALLY AFTER 2PM WHEN THE RUNWAY IS OBSCURED BY HAZE OR THE SETTING SUN. AND COMING IN FROM A 12 OR 14 HRS FLIGHT THE INVECTORED IN FAW A VISUAL INSTEAD OF AN INSTRUMENT APPROACH.
R SAYS HE DOSNT LIKE PRM APPROACHES., DANGEROUS
APPROACH CONTROL ASK TO MAINTAIN HIGH SPEED.
HOW MANY TIMES HAVE YOU HAD TO GO AROUND DUE TO RUNWAY ENCROACHMENT AND OR CONGESTION
FREQUENCY CONGESTION AT VERY HIGH TRAFFIC AIRPORTS
TEMPO OF ATC CLEARANCE TOO FAST IN AIRPORT X ESPECIALLY- CHANGING CLEARANCES AS YOU GO DOWN RUNWAY
ALTITUDE BUS LESS THAN 300 FEET
CONTROLLERS
1) FLOW CONTROL INTO LOCATION X 2) GO BACK TO HAVING FLIGHT SERVICE STATIONS WITH THE AUTOMATED DEVICES
CONTROLLER ERROR - NO PENALTY FOR MISTAKES IN GIVING CLEARANCES

D3A
BIGGEST PROBLEM IS RUNWAY INCURSIONS AT VERY BUSY AIRPORTS, EXAMPLE AIRPORT X, CONTROLLERS ARE VERY BUSY
FREQUENCY CONGESTED PROBLEMS ON THE EASTERN SEABOARD
SCHEDULING
CONGESTION PROBLEMS
ATC SHOULD ASK IF WE CAN CHANGE OUR FINAL ALTITUDE
WORK LOAD IN THE TERMINAL AREA.
RUNWAY INCURSIONS
HAVE YOU BEEN GIVEN A CLEARANCE FOR A HIGH DIVE-SLAM DUNK? IT WOULD BE INTERESTING TO FIND OUT HOW OFTEN THIS HAPPENS TO PILOTS.
NORTHEASTERN ATC SECTOR VERY JUMBLED. YOU HAVE TO CHANGE FREQUENCIES TO OFTEN FORM [LOCATION X], [LOCATION X], AND [LOCATION X]
QUESTIONS RELATED TO CREW FATIGUED
ATC TALKS TO AIRPLANE IN ITS NATIVE LANGUAGE, OTHER CREWS CAN'T UNDERSTAND, COMMUNICATION WITH OTHER COUNTRIES' ATC
CROWDED SKIES AGAIN
THE SYSTEM IS OVER CROWEDED, TRAFFIC SATURATION
TECHNOLOGY TO PREVENT PEOPLE FROM BLOCKING EACH OTHER ON COMMUNICATION FREQUENCIES NOT BEING USED
THE AIR TRAFFIC CONTROLLERS PERFORM TO MANY FUNCTIONS AT THE SAME TIME
FATIGUE
ATC FREQUENCY CAN BE SO CONGESTED. CONTROLLERS ARE OVERLOADED WORKING MULTIPLE FREQUENCIES.
BOTTOM LINE SOMETIMES OVERRIDES SAFETY CONCERNS, CONTRACT LABOR ON GROUND POORLY EDUCATED, AIRPORT X, 1000-FOOT SEPARATION BRINGS MORE TCAS, ATC IN AIRPORT X HAS NO COMMUNICATIONS IN PARTS OF THEIR AREA BETWEEN LOCATION X AND LOCATION X, DESIGN PROBLEMS
FREQUENCY CONGESTION AND OVERRIDE
FREQUENCY SATURATION
REDUCED THE NUMBER OF JEPS PAGES,
PILOT FATIGUE;LANGUAGE BARRIERS IN NON-US AIRPORTS; MANY PILOTS ARE NOT KEENLY AWARE OF PROBLEMS FLYING INTO LOCATION X -SPECIFICALLY, ATC PROCEDURES
HUB OPERATIONS ARE TOO RUSH, COMPANIES ARE RUSHING TOO MANY FLIGHTS OUT AT THE SAME TIME
PILOT FATIGUE, ALSO, LAST MINUTE CLEARANCE CHANGES-ESP. AT [AIRPORT X]
EXPAND MORE ON THE HIGH AND FAST APPROACH IN US AIRPORTS.
PILOT FATIGUE
FLIGHT CREW AND DUTY REST TIME, ALCOHOL USE BY FLIGHT CREWS, DIRECT ROUTING BY ATC, TRAINING FOR FLIGHT CREWS FLYING UNDER PART 91 IN REGARDS TO OPERATING TURBINE EQUIPMENT, TAXIING INSTRUCTIONS AND MONITORING, CONGESTED HIGH DENSITY AIRPORT CONTROLLERS
FREQUENCY CONGESTION AND SIMILAR CALL SIGNS USED BY DIFFERENT AIRLINES
R V S M SHOULD BE ADDRESSED
QUESTION IF ATC IS USING AIRLINE & FLIGHT IDENTIFICATION
FAR LIMITATION IN NIGHT FLYING, HOW MANY HOURS THEY ARE ALLOWED TO FLY.
NATIONAL TRAVEL CARD FOR PILOTS - REDUCE SECCURITY SCRUTINY WHEN DEADHEADING ON OTHER AIRLINES-ITS DISTRACTING
THE FLIGHT TIME DUTY REGS AS FAR AS REST DOESN'T GET ADDRESSED IN THE SCHEDULE. CARGO PLANES DON'T HAVE THE SAME COLLISION PROTECTION AS PASSENGER CARRIERS. CARGO REGS AREN'T AS STRICT AS FOR THE PASSENGER PLANES. FIRE PROTECTION NEEDS TO BE STRICTER

D3A
ATC SHOULD NOT BE USING MORE THAN ONE FREQUENCY AT A TIME; TRAFFIC CONGESTION ON RADIOS IS PROBLEMATIC-ESPECIALLY IN BAD WEATHER; IT IS DIFFICULT GETTING CLEARANCES WHEN THE PLANE IS ON THE GROUND
HIGH DENSITY OF TRAFFIC ON TAKE OFF AND LANDING
DEAL MORE WITH SECURITY
MORE CONGESTION PROBLEMS EVEN WITH REDUCED NUMBERS SINCE [EVENT X]
CREW FATIGUE- STRESS LEVEL-
PROBLEM WITH COMPLACENCY IN THE INDUSTRY, AND AIRBUS SAFETY ISSUES,
CREW FATIGUE, FREQUENCY CONGESTION, AIRPORT CONGESTION, FREQUENCY OF TRAINING, QUALITY OF
PILOT FATIGUE
TO INCREASE TAKE OFFS & LANDINGS, ATC WILL CLEAR ANOTHER PLANE TO TAKE OFF WITHIN 500 FT. OF THE NEXT PLANE.THAT IS TOO CLOSE SINCE WAKE TURBULENCE THEN BECOMES A FACTOR FOR THE NEXT PLANE READY FOR TAKE OFF.
LANGUAGE PROBLEM AT OVERSEAS AIRPORTS
ATC USES LITTLE AIRCRAFT TYPE X BEHIND HEAVY JETS. TOO MANY AIRCRAFT X- THEIR CLIMB PERFORMANCE IS TOO SLOW
THINGS ARE CHANGING IN A WAY I'M NOT COMFORTABLE WITH--WEATHER DELAYS--ATC ROUTING SO MANY AIRPLANES-IT'S GETTING RIDICULOUS-SOMEHOW WE'RE NOT ABLE TO DO IT ANY MORE-IT'S HANDLED ON THE GROUND.I'M NOT ALLOWED TO USE MY STATE OF THE ART WEATHER COMPUTER
TRAFFIC-AIRSPACE CONGESTION I HAD A TIME WITH GOOD WEATHER AND 2 RUNWAYS AND WE WERE PUT ON HOLDING PATTERN.
OVER MONITORING THE NEW RULES AND REGULATIONS, WHY ENFORCE MEMORIZATION OF THESE NEW LIMITS, TOO MANY NEW REGULATIONS TO MEMORIZE
AIRCREW FATIGUE, POOR SCHEDULING WHICH CAN RESULT INSUFFICIENT REST PERIODS LEADING TO POOR PERFORMANCE
GROUND SAFETY, CREW SECURITY SCREENING
THE WHOLE SECURITY ISSUE NEEDS TO BE ADDRESSED
FATIGUE, GERERAL QUESTIONS ABOUT FATIGUE
GROUND OPERATIONS, MULTIPLE DEPARTURES AND ARRIVALS
SINGAGE AT THE AIRPORT & MORE GROUNG RELATED QUESTIONS & TAXIWAYS CLOSED OFF IN LOW VISIBILITY SITUATIONS
STRESS ON PILOTS GOING THROUGH THE TSA SECRUITY. AIRPORT X IS ONE OF THE STRESSFUL AIRPORTS TO GO THROUGH ON AN AUOTMATED AIRPLANE
MULTIPLE AIRCRAFT ON VISUAL APPROACH ON PARALLEL RUNWAYS
TRAFFIC CONGESTION IN AND AROUND TERMINAL AREAS
FREQUENCY CONGESTIONAND TERMINAL AREA CONGESTION
CREW SECUTITY AND SCREENING, FATIGUE
CREW REST--THEY'RE DRIVING US INTO THE GROUND LITERALLY. WE'RE WORKING THE BACKSIDE OF THE NIGHT, THE CONTROLLERS SPEAK FOREIGN LANGUAGES AND WE'RE TIRED. FATIGUE IS A MAJOR CONCERN.
ATC USE OF TRAINEES WHO ARE SLOW TO GIVE CORRECT INSTRUCTIONS; SUPERVISORS NEED TO SKEEP UP MORE QUICKLY; TIME IS IMPORTANT
AIR TRAFFIC CONGESTION
WEATHER REPORTS ARE NOT IN A TIMELY MANNER, MOST TIMES THERE OUT DATED
RADIO CONGESTION VERY COMMON, DIFFICULT WITH SO MANY BEING ON AIR AT THE SAME TIME
COGESTION
OVER LOADING OF AIRPORTS LIKE [AIRPORT X]

D3A
NO QUESTIONS ABOUT MELS..IF 3OR 4 ITEMS BROKEN, IT IS AN INDICATION OF MAINTENANCE
RESPONDENT SAID ASK MORE QUEST. ABOUT LOSS OF COMMUNICATIONS TO OTHER FREQUENCIES 2 R SAID LANDING WHOLE SHORT OPERATIONS
WHAT GOES IN BELLY OF PLANE AND ALL PEOPLE THAT ARE NOT SCREENED EVERYDAY WITH ACCESS
NEED TO UPDATE WEATHER INFORMATION
THE EMPHASIS ON CONTINUOUS CHANGES ON APPROACH;MULTIPLE ATC INSTRUCTIONS ALL IN ONE VERSE TO A ONE AIRPLANE;THERE SHOULD NOT BE MORE THAN PARAMETERS AT A TIME
SECURITY
HIGH FREQUENCY CONGESTION OVER OCEANIC AIR SPACE
BEFORE ENTERING APPROACH MODE CLEARANCES NOT ALWAYS AS CLEAR AS THEY SHOULD BE-AIRPORT X DIRECT YOU TO INTERMEDIATE POINT ON A STAR ROUTE--MAY START AT A DIFFERENT START POINT CAN BE CONFUSING. NO TIME FOR VERIFICATION
HIGH ENERGY APPROACHES FROM ATC.
CONTROLLER WORKING MULTIPLE FREQUENCIES, FREQUENCY CONGESTION ISSUES IS A PROBLEM IN TERMINAL AREA AND GROUND
PROBLEMS WITH AIRPORT SIGNAGE NOT KEEPING UP WITH RULES AND LAWS, MAKE SIGNAGE ICAO SPECIFIC, DEICEING AND ANTIICING PROCEDURES SHOULD BE STANDARDIZED, NATIONALIZED STANDARDS FOR DEICERS, SECURITY GUARDS MOVING OUTSIDE THE TERMINAL, NASA PUBLISHING REP
PILOT FATIGUE
R IS SEEING LOTS OF LIGHT AIRCRAFTS AT UNCONTROLLED AIRPORTS.
[AIRPORT X] CHANGES THE ARRIVAL PROCEDURE TO BALANCE THEIR ARRIVAL TRAFFIC AND SOME TIMES IT RESULTS IN MUTITLE ARRIVAL CHANGES UPTO AS MANY AS FOUR SEPARATE ARRIVAL CLEARANCES.
SECURITY-STAFF AND PASSANGERS, ADDRESS THE BOMB THREATS, AND LOOP HOLES, CREW MEMBER SHOULD BE GIVEN"SMART CARDS", ATC SATURATION PROBLEMS,
VFR FLYING INTO MARGINAL OR DETERIORATING CONDITIONS-IT'S SIMILAR..DEPARTING AIRPORT VFR TO PICK UP IFR WHEN AIRBORN THEN UNABLE TO CONTACT THE TOWERNG
CREW DUTY TIME AND ROTATIONS THAT THROW OFF THE PILOT'S BODY CLOCK. WE HAVE A LOT OF ROTATION THAT REALLY COMPROMISE THE BODY CLOCK AND HAVE TOO SHORT REST TIME.
AIR TRAFFIC CONTROL SYSTEM REVISING INSTRUMENT CLEARANCE ON A ROUTE NOT REQUESTED COMPROMISES SAFETY AND EFFICIENCY
R SAID THAT IN [AIRPORT X] , IT IS A NO RADAR ENVIRONMENT.. PILIOTS ARE ON THERE OWN WHEN CLEARED FOR APPROACH
WITH REGARD TO WING ANTI-ICE SYSTEM IN AIRCRAFT TYPE X VARIENT OF THE AIRCRAFT TYPE X- ALMOST ANYTIME YOU USE YOU GET CAUTION AND ALERTS THAT REQUIRE CREW AWARENESS IN THE APPROACH ENVIRONMENT- THIS SYSTEM NEEDS TO BE FIXED.
ATC HAS MULTIPLE CALLS SO THIS MAKES THINGS HAZARDOUS
COCKPIT SECURITY ISSUES AND GROUND SECURITY PROBLEMS BEING BEEFED UP
OVERCROWDING AT AIRPORTS
TRAFFIC SATURATION IN LOCATION X
GENERAL AVIATION MIXING WITH HEAVY JETS
SUGGESTION LINE OR FORUM FOR LINE PILOTS, OR PHONE PROMPT TO LEAVE A COMMENT FOR FATIGUE ISSUES, DEDICATED NIGHT FLYERS
FORGOT TO RESET ALTIMETER, NOT ON CHECK LIST-SHOULD BE ON CHECK LIST FOR ALL AIRLINES
FOR TAXI CLEARANCES - ATC DOES NOT ALWAYS PROVIDE SEPARATIONS. THE CREWS OFTEN NEED TO DO IT THEMSELVES
ALOT OF CONGESTION

D3A
CONTROLLERS HAVING TO BE MULTI TASK ON MULTIPLE FREQUENCY
MAJOR PROBLEMS REGARDING CREW FATIGE & STRESS. WE ARE TOLD TO TAKE IT UP WITH E.A.P. BUT THAT DOES NOT PROVIDE A SOLUTION
CREW FATIGUE IS THE BIGGEST ISSUE
GROUND COLLISIONS WITH VEHICLES ARE A PROBLEM AT AIRPORTS-SOME DRIVERS JUST DON'T CARE.
R SAID THAT IN THE ISLANDS THERE IS POOR RADIO COMMUNICATION WITH ATC
FREQUENCY CONGESTION AT BUSY AIRPORTS
BECAUSE OF SECURITY THEY TOOK ALL THE TOOLS AWAY
GROUNDS
CABIN SAFETY ISSUES, COCKPIT DOORS, TERRORIST-RELATED ISSUES
ATC INSTRUCTIONS OFTEN MAKE COMPLYING WITH STABILIZATION DIFFICULT, CONTROLLERS NO LONGER RIDE IN COCKPITS SO NO LONGER REALIZE HOW DIFFICULT SOME CHANGES ARE
DIFFERING INTERPRETATIONS RE MAXIMUM AIR SPEED FROM ATC-I GET VARYING INTERPRETATIONS
CONGESTION IN AIRPORTS ,APPROACHING AND TAX XING ONTHE SURFACE
ANY ATC PROCEDURAL ISSUES THAT EFFECT SAFETY
LOOK MORE AT TRAFFIC DENSITIES
LAND AND HOLD SHORT OPERATIONS CREATE PROBLEMS FOR STOPPING DISTANCE
LASHO -ARE THERE ANY PROBLEMS WITH THE USE OF LASHO.
WE NEED BETTER REAL TIME RADAR IN COCKPIT.
CONTROLLERS WORKING MULTIPLE FREQUENCIES.
I HAVE SOME PROBLEMS WITH SOME OF THE AIRPORTS IN THE LOCATION X.
NEW APPROACHES AND DEPARTURE PROCEDURES IMPLEMENTED, BUT NO TRAINING FOR ABOUT A YEAR. AIRPORT CHANGED FLIGHT PATTERNS EVERY 90 DAYS, NOT ENOUGH TIME FOR PILOTS TO DEVELOP SKILLS, OR UPDATE SOFTWARE TO REFLECT CHANGES
FLYING AT UNDESIRABLY HIGH ALTITUDES OR AIRSPEEDS ON APPROACH DUE TO ATC IS A SAFETY ISSUE
GETTING 80DEGREE DELAY VECTORS FROM AIRPLANES GOING CROSS-COUNTRY TO THE SAME DESTINATION, WASTES A LOT OF GAS
POOR RUNWAY MARKINGS AROUND THE COUNTRY WHILE TAXING, NEED BETTER STOP BARS, LIGHTS ARE VERY
FATIGUE
MICROSLEEP AND LACK OF OPPORTUNITY FOR CREW MEMBERS TO EAT FOOD ON A TIMELY OR NORMAL BASIS.
DUTY REQUIREMENTS FOR COMMERCIAL FLIGHT CREWS , FATIGUE IN FLYING.
CLEARANCE SPACING FOR LANDING
THERE IS A NATIONAL TRAFFIC CENTER IN WASHINGTON WITH WEATHER DIVERT PROGRAMS, THEY TRY TO MONITOR AIR TRAFFIC THROUGHOUT THE US. THE PROBLEM IS THAT IT CREATES DELAYS AND SCREWS UP TRAFFIC ESSPECIAL IN THE NORTH EAST SECTOR , AND THIS COULD BE A SAFETY
FLIGHT TIME, FOR CREWS DUTY TIME AND OFF TIME IS TOO SHORT
ATC CONGESTION
LACK OF STANDARDIZED SECURITY AT AIRPORTS
TAXI INSTRUCTIONS ARE BEING READ TOO FAST & CONTROLLERS GET UPSET WHEN WE ASK THEM TO REPEAT OR CLARIFY
TRAFFIC SATURATION, TAXI ON THE GROUND. SURVEY IS DANGEROUS FOR A PILOT IF HE ANSWERS NEGATIVELY. HE COULD LOSE HIS LICENSE
TRAFFIC CONGESTION-AT PEAK HOURS ESPECIALLY AT MAJOR AIRPORTS
SECURITY ESPECIALLY DOOR SECURITY@ COCKPIT SECURITY
I DON'T THINK THEY HAVE ENOUGH HELP IN THE ATC SYSTEM AND I DON'T THINK THE STANDARDS IN GENERAL AVIATION ARE STRICT ENOUGH--IT'S TOO LOOSE

D3A
RADIO FERQUENCY CONGESTION
TOO MANY TAKE OFFS AND LANDING AT THE SAME TIME
NOT HAPPY WITH THE FLIGHT ATTEND
AUTOMATIC CHANGES TO FLIGHT PLAN NOT COMPLETE
CONTROLLERS WORKING MULTIPLE FREQUENCIES IS A BIG PROBLEM
EAST COAST TRAFFIC & DELAYS
HOW MANY TIMES DO YOU THINK THAT CLEARANCES THAT YOU ARE RESPONDING TO IS BLOCKED BY OTHER AIRCRAFT RESPONDING TO ATC COMMUNICATION. WHEN WE READ BACK AN INCORRECT CLEARANCE ATC DOES NOT RESPOND.
LOTS OF QUESTIONS ABOUT EN ROUTE, TRACK SYSTEM (VECTOS) ARE NOT TYING INTO DOMESTIC ROUTES,
FATIGUE
THE GREAT DEAL OF TIME CARRIERS SPEND TALKING TO CONTROLLERS ABOUT RIDE REPORTS.
AVERAGE WEIGHT OF PASSENGERS NEED TO BE BETTER CHECK.
GUNS IN THE COCKPIT
CONGESTION QUESTION ATC CONGESTION
ATC CLARANCES AND THE AIR SPACE SYSTEM, NOT ADEQUATELY USING ILS, ATC DOES NOT GIVE PROPER FIXES,
EAST ALWAYS HAVE FREQUENCY CONJESTION IN TERMINAL AREA
NOT HAVING A STANDARD LANGUAGE FOT FLYING
RVSM ABOVE 29K FT-CONGESTED AIRSPACE AREAS ESP. [AIRPORT X]
AIRSPACE AND COMMUNICATION CONGESTION AND PILOT FATIGUE A MAJOR CONCERN LATELY AS DUTY DAY TOO LONG GIVEN REDUCED STAFFING
MORE QUESTIONS ON FREQUENCY CONGESTION
WEATHER AVOIDENCE
NATIONAL AVIATION SYSTEM PER SAY. NOT FREQUENCY CONGESTION BUT CONTROLLERS OPERATING TOO MANY FREQUENCIES AT OONE TIME
AIRPORT CONGESTION WHICH IS FORCING PILOTS TO TAKE OFF AND LAND TO CLOSE TO OTHER AIRPLANES
ATC WORKING SPLIT FREQENCIES
ROUTINELY AT THE BUSIER AIRPORTS, WITH THE HIGH VOLUME OF TRAFFIC WE'RE ASKED TO KEEP A HIGHER SPEED THAT RQUIRES A MAJOR EFFORT TO STABILIZE LANDING.
ATTITUDE OF THE FLIGHT CREWS
REFERENCE TO LIGHTNING STRIKES -HAPPENED TWICE IN 40 YEARS.' CONTROLLERS DO NOT ;LISTEN TO READBACKS-ORAL COMMUNICATIONS IS GOING TO BE SERIOUS PROBLEM WITHIN THE FREQUENCY CONGESTION
GENERAL SECURITY GROUND-AIRBORNE & ITS DISTRACTION FROM OTHER OPERATIONAL SAFETY ISSUES
SEEMS THAT CONTROLLERS ARE OVER LOADED AND CAN'T HEAR
MAINTAIN BEST FORWARD SPEED WHEN ITS TOO TURBULENCE, SECTORS NOT TALKING TO OTHER SECTORS BECAUSE OF SPEED
TSA SCREENING PILOTS IS OFFENSIVE
CONGESTION RESULTING FROM INSTITUTION OF THE NEW RVSM; MORE PLANES WILL BE FLYING AT LOWER ALTITUDES TO SAVE MONEY
TAXING SITUATIONS AND FATIGUE
FLIGHT TIME REQUIREMENTS FOR IROS OF CONCERN, ESPECIALLY AT NIGHT ON RETURN JOURNEYS, (I.E. TIME OF DAY IMPORTANT)
SOME OF THE FREQUENCIES ARE GETTING SO JAMMED UP--AIRPORT X IS VERY BAD--THAT THIS IS A SAFETY
A.T.C. GIVES CROSSING ALTITUDES TOO LATE
CREW REST
TOO MANY TARGETS INSIGHT

D3A
OVERCROWDING OF THE AIRWAYS
LAND AND HOLD SHORT ISSUES,
THE A T C MAJOR PROBLEM IS THE GUYS THAT RUN THE APPROACH TO THE APPROACH .THEY FLY US TO FAST -TO HIGH
TRAFFIC WITH ALL AIRCRAFT TYPE X'S
POST FLIGHT PROBLEMS QUESTIONS WITH THE AIRCRAFT
AIRSPACE CONGESTION AND A T C OVERLOAD
SPEED OF CONTROLLERS CONVERSATION SEEMS QUITE FAST SOMETIMES
SECURITY ISSUES
INCREASED TRAFFIC, NUMBER OF AIRCRAFT IN CERTAIN AIRPORTS, DENSITY, FUEL CONSERVATION EFFORTS
THE 60-DAY WINDOW DO NOT GIVE ENOUGH TIME TO REFLECT EXPERIENCES.
WITHIN THE LOCATION X DEPARTURE AREA, ATC CAN DELETE A 250 KNOT RESTRICIONT BELOW 10,000 FT THAT RESULTED IN AN INCREASE IN BIRD STRIKE MID-AIR T-CAS, ETC
DUTY REGULATIONS FOR SUPPLEMENTAL CARRIER CAN BE TOO LONG
FATIGUE...WE LIVE ON THE BACK SIDE OF THE CLOCK AND IT CAN GET VERY PAINFUL TO THE POINT OF CONSTANTLY CHANGING THE PLAN OR SCHEDULE WHERE ALL 3 PILOTS ARE TIRED.
PILOT MAINTAINING VISUAL APPROACH WHEN FLYING IN THE IFR ENVIRONMENT
PILOTS GETTING ENOUGH REST
QUESTIONS ABOUT VOICE COMMUNICATION -FREQUENCY CONGESTION, CHANGING OF FREQUENCY
ATC AND CHARTING PROBLEMS NON-STANDARD PROFILED APPOACHES, WANTS VNAV APPROACH,
IMPROVEMENT OF ATC IN TERMINAL CONTROL SITUATIONS,ESPECIALLY AT LESS POPULATED AIRPORTS
CREW FATIGUE-REST CONGESTION DUE TO [AIRCRAFT TYPE X]
MULTIPLE COMMANDS FROM ATC; SHOULD LIMIT TO 2@A TIME RATHER THAN 4 AT ONCE. LIVE AYTIS ANNOUNCEMENTS SHOULD BE SLOWER, SAME AS COMPUTER ANNOUNCEMENT; GOOD DICTION A MUST
APPROACH CONTROLL CAN GET OVERLOAD. DO YOU EVER FEEL THAT FREQUENCY CONGESTION OCCURS IN TERMINAL ENVIRONMENT
SOMETHING ABOUT LANGUAGE BARRIERS(INTERNATIONALLY)
LAND AND HOLD SHORT OPERATIONS
UNTIMELY STAR CHANGES AT UNTIMELY MOMENTS
ATC CLEARING TRAFFIC ON TO APPROACH RUNWAYS
CONGESTION
CARGO SECURITY IS A PROBLEM. PASSENGERS HAVE BEEN BEATEN TO DEATH ABOUT SECURITY BUT CARGO SEEMS TO GET A FREE RIDE.
CONGESTION OF GROUND VEHICLES NEAR GATES
DISTRACTION IN COCKPIT WORRYING ABOUT FINANCES AND HAVING A JOB
AT SOME HIGH DENSITY AIPRORTS ATC CONTINUOUSLY TALKING-TOO MUCH FOR ANY ONE CONTROLLER TO
NOT SCREENING CHECKED BAGGAGE QUESTIONS ABOUT BAGGAGE SCREENING,
LACK OF MONITORING FROM ATC RE READBACKS, ESP. ALTITUDES, CLEARANCES AND ROUTES; ATC ASKS THAT YOU MAINTAIN A VISUAL W PARALLEL AIRCRAFT-YOU NEED TO BE BEHIND TO DO THAT, N0T PARALLEL. HEAVIER AIRCRAFTS ONLY SHOULD BE ASKED TO DO IT.
OVER CROWDED AIRPORTS-RE WEATHER ESP
ASK ABOUT FATIGUE ISSUES
THERE'S BEEN A TREND TOWARDS MORE VERBALIZATION OF CHECK LIST ITEMS AND APPROACH PERAMETERS DURING CRITICAL PHASES OF FLIGHT;THERE SHOULD BE A MINIMUM OF TALKING
CREW FATIGUE
CREW FATIGUE

D3A
[AIRPORT X] ATC OFTEN SPEAK SPANISH; COMM FREQ SATURATION ON APPROACH; LATE ALTITUDE CLRNCES RESULTING IN DIFFICULTY IN STABILIZED APPROACHES
INACCURATE REPORTING OF CAUSES OF ACCIDENTS(USING PILOT ERROR AS A SCAPEGOAT)
OVERWORKED CONTROLLERS WORKING MULTIPLE FREQUENCIES; PARALLEL PLANE APPROACHES WITH MINIMUM SPACING; CONTROLLERS TALK TOO FAST AND THEY MUST REPEAT THEIR COMMUNICATIONS
CREW REST REQUIREMENTS NEED TO BE REVISED,FLIGHT SEGMENTS PER DAY AND HOW THEY RELATE TO
CLEARANCE READBACKS, FAA RULED THAT PILOT'S FAULT IF ATC DOESN'T GET INCORRECT READING, SHOULD BE UP TO ATC
EXPERIENCE OF CONTROLLERS
NASA NEEDS TO ADDRESS SITUATIONTHAT HAPPENED IN [LOCATION X] ON [DATE X] , [EVENT X]
AIRSPACE SATURATION BY SMALL JETS; PROBLEMS OBTAINING TIMELY AND ACCURATE WEATHER INFORMATION
FREQUENCY SATURATION IMPACT NEGATIVELY ON CONTROLLERS
CONGESTION IS A MAJOR PROBLEM.
ASK EACH PILOT AT THE END OF SURVEY THE THREE MOST IMPORTANT AREAS WHERE WE SHOULD PUT EMPHASIZE ON WHERE WE NEED IMPROVEMENT IN SAFETY
TRAFFIC CONGESTION AT MAJOR AIRPORTS
TRAFFIC CONGESTION
RUNWAY INCURSIONS
REBACKS NOT BEING CONFIRMED
COMMUNICATIONS WITH TRAFFIC CONTROL IN TERMINAL. CONTROLLERS TALK TOO FAST AT TIMES
GROUND SIGNAGE
SAFETY-RELATED ISSUES: PILOT FATIQUE, CIRCADIUM RYTHUM DISRUPTIONS, AND CRM ISSUES.
AIRPORT MARKINGS FOR TAXING CAN BE CONFUSING, TRYING TO FIND THE APPROPRIATE MARKINGS ARE GOING THE RIGHT WAY. SOME ARE EXTREMELY POORLY MARKED AFTER LANDING WHILE STILL ON THE RUNWAY DECELERATED AND TOWER CONTROLLER SHOULD NOT GIVE CLEARANCE UNTIL THE
RJ CONFLICTS WITH SPEED CONTROL, SPECIFICALLY TRAFFIC SEPARATION WITH RJS
FREQUENCY CONGESTION IS A BIG ISSUE
QUALITY OF RUNWAY CONTAMINATION REPORTS
MISRADIO CALLS
INCLUDE GROUND SECURITY IN THE SURVEY. THERE IS A LACK OF CREW TRAINING.
PARALLEL MONITORED APPROACH,NEED MORE STUDY AND RESEARCH- SMALLER FACILITIES CLOSING TOWERS TOO EARLY AT NIGHT
SECURITY
DON'T LIKE THE IDEA OF EVERYONE WHO HAS A BADGE TO BE ABLE TO CARRY A GUN ON THE AIRPLANE - FEDERAL AND LAW ENFORCEMENT OFFICERS SHOULD BE CHECKED.
VISUAL APPROACHES AT NIGHT
ATC'S WORKING ON MULTIPLE FREQUENCIES WHEN PLANE CAN ONLY HEAR A SINGLE FREQUENCY
FATIGUE
HOW CLOSE TO LANDING IN ALTITUDE OR TIME -WISE HAVE PILOTSBEEN W-TRAFFIC EITHER DEPARTING OR ON THE RUNWAY? THIS WOULD BE A GOOD Q TO ASK
INCREASE IN AIR TRAFFIC TO MANY PLANES GOING IN TO MANY PLACES
LANGUAGE BARRIER AMONG ATC INTERNATIONALLY
RUNWAY INCURSIONS & ALSO LAND AND HOLD SHORTS
ATC COMMUNICATION TOO MUCH MINUTIA
AIRPORT TRAFFIC CONTROLLER CAPABILITIES-CONFIDENCE LEVELS.

D3A
I WOULD SUGGEST THE JUMP SEAT AND ALLOWING OFFLINE ON OTHER CARRIERS TO GET A CONFIDENCE LEVEL ABOUT WHAT WE FEEL LIKE SECURITY IS NOW.
THE ATTITUDE OF THE CONTROLLERS IS ARROGANT AND UNPROFESSIONAL. ATC PERSONNEL WOULD BE BEST IF THEY ALSO HAVE A MILITARY BACKGROUND
THE UNDERSTAFFING OF ATC GROUND CONTROLLERS IS A MAJOR PROBLEM;TOWER IS ATTEMPTING TO DO IT
PILOT-CREW FATIGUE
TSA IS CREATING A STRESS LEVEL FOR PILOTS . PUSH FOR WHAT THEY CALL SECURITY IMPACTS ON SAFETY.
ATC CONGESTION WITH TOWER FREQUENCE
CONGESTION QUESTIONS, PROBLEMS WITH INCLEMENT WEATHER,
LAND AND HOLD SHORT OUR AIRLINE NOT PRACTICE THIS. STANDARD ICAO PHRASEAOLGY. USA IS DIFFERENT FROM OTHER COUNTRIES.
NEED TO ASK MORE SPECIFIC QUESTIONS ABOUT FREQUENCY CONGESTION AND MULTIPLE FREQUENCY, INEFFICIENT RADIO FREQUENCIES
[AIRPORT X] ATC TENDS TO ISSUE NUMEROUS INSTRUCTIONS WITH NO READ BACK
MANY RUN WAY ASIGNMENTS [AIRPORT X]
THE MAIN THING IS GOING INTO THE MAJOR HUBS, BECAUSE THE ATC REQUIRED APPROACH IS EXCESSIVE.
IF HAVE SEVERE WEATHER THAT SHOWS UP ON RADAR, MAY HAVE TO TAKE COURSE OF ACTION YOU WOULD NOT USUALLY TAKE BUT ATC NOT APPROVE WHAT WE WANT TO DO OR THE BEST COURSE TO DO
WHEN YOU'RE ROLLING OUT WHILE LANDING & YOU'RE DOWN TO SPEED X-A CRIT PHASE OF FLYING-ATC IS STILL TALKING & IT IS IMPOSSIBLE TO LISTEN TO GROUND; WHEN LANDING AT LOCATION X & ON COMPONENT X'S ALL THE TIME, YOU'RE ALWAYS LANDING W A TAILWIND - SAFETY IS
AIRPORT CONGESTION TRAFFIC, SPLIT FREQUENCIES CREATING CONGESTION, GROUND CONGESTION,
CORRECT RUNWAY CONDITIONS WHEN GIVEN BY TOWER PRIOR TO LANDING- NOT ENOUGH SPACE BETWEEN AIRCRAFT ON THE RUNWAY
LAST MINUTE CHANGES GIVEN WHILE TOUCHING DOWN AND ROLLING OUT SEVERAL PART TO THE LAND INSTRUCTIONS
COMPANY SAYS YOU CAN GO WITH IMPROPER WEIGHT AND BALANCE
A.T.C REQUESTING TO DESCEND AT 250 KNOTS- GOING TOO FAST DOWN THE GLIDE SLOP
HIJACKING SAFETY
AIRCRAFT DISPATCHED WITH MULTIPLE MEL ITEMS --TOO MUCH GOING ON. ALLOW TOO MANY AT ONE TIME WITH OUT CONSIDERATION HOW IT INTERRELATES WITH OTHER COMPONENTS.
R SAID HAVE MORE QUESTIONS REGARDING SECURITY
SIMILARITY OF THE CALL SIGNS ON PLANES COMING IN
RVSM MAY AFFECT VORTICES IN CRUISE
QUESTIONS ARE NOT OBJECTIVE, THEY ARE MORE SUBJECTIVE, INDIVIDUALS THAT HAVE ACCESS TO RAMP REGARDING RAMP SECURITY, REGARDING AIRCRAFT CLEANERS & CATERERS.
A LACK OF CREW REST
CREW FATIGUE ON 2-PILOT CREWS W-MULT LEGS
CONTROLLERS WORKING ON MULTIPLE FREQUENCIES, PASSENGER PROBLEMS IMPACTING FLIGHT EFFICIENCY, MECHANICAL EQUIPMENT THAT DOES NOT GET FIXED
SECURITY SCREENING
LOCATION X IS DIFFICULT UNLESS USED FREQUENTLY
CREW DUTY TIME
DON'T THINK COCKPIT DOORS ARE SECURE ENOUGH

D3A
REINFORCING THE COCKPIT DOORS IS A WASTE, NEED A TWO DOOR SYSTEM THE FAA RESPONSE TO THE SITUATION IS INADEQUATE. SKYMARSHALLS IS NOT THE ANSWER FOR SOLVING THE PROBLEM. ARM THE PILOTS WITH MILITARY BACKGROUND.
SECURITY ISSUES
PAYCUTS-INCREASING LAYOFFS-LONGER DUTY PERIODS ARE CAUSING EXTREME STRESS AMONG CREWMEMBERS WHICH COULD COMPROMISE SAFETY
PILOT FATIGUE, CIRCADIAN RHYTHM, CREW DUTY HOURS- INTERVALS BETWEEN DUTY ASSIGNMENTS, ETC
ATC CONTROLLERS ASKING PILOTS TO HOLD AT UNACCEPATABLE SPEEDS IN I.M.C. INORDER TO FIT MORE AIRCRAFT ON APPROACH
ATC SHOULD SHARE RESPONSIBILITY REGARDING READBACKS OF ACCEPTED CLEARANCE CHANGES
TRAFFIC CONGESTION AND NON-RADAR ENVIRONMENTS IN THE LOCATION X AREA
FLIGHT TIME AND DUTY REGULATION ALSO REGULATIONS REGARDING CREW MEMBERS ON RESERVE DUTY
CREW REST
THE COCKPIT DOOR:THE SECURITY CODE AND TRAFFIC SATURATION-TOO MANY SMALL JETS FLYING AROUND. THERE'S SOMETHING WRONG THERE
WHEN YOU GET SOMEWHERE WHERE IT'S REALLY BUSY, THE COMMUNICATIONS FREQUENTLY TELL THE PILOT NOT TO READ BACK THE MESSAGE-LOSS OF 2-WAY COMMUNICATIONS WHEN BUSY-E.G. [AIRPORT X] AND
THE GUN ISSUE-I DON'T APPROVE OF IT , BUT NO ONE ASKES MY OPINION
SOME CONTROLLERS THINK THAT TALKING FAST SAVES TIME WHEN IT DOESN'T.
LAND AND HOLD SHORT OPERATIONS, BECAUSE LANDING PILOT DOES NOT HAVE THE ENTIRE RUNWAY TO LAND
EVENT X SECURITY ISSUES
UNANTICPATED DISTRACTORS
LAND AND HOLD SHORT IS USED BY CONTROLLERS WITHOUT REGARD FOR PILOT.
THERE IS A LOT OF PROBLEMS OCCURING WITH THE COCKDOORS
NOTAM SYSTEM
WITH FMS AIRPLANE CHANGE FMS ON GROUND EITHER CAPTAIN OR 1ST OFFICER HAS TO GO IN HEAD DOWN GETS ALITTLE UNCOMFORTABLE
THERE SHOULD BE A QUESTION RE PASSENGER DISTURBANCES BEFORE TAKING OFF -THE CREW BECOMES DISTRACTED WHICH AFFECTS SAFETY
FREQUENCY CONGESTION IN NORTHEAST CORRIDOR AND WEST COAST LOCATION X AND LOCATION X
TOO SHORT A PERIOD OF TIME FOR CREW-REST, ESPECIALLY FOR INTERNATIONAL FLIGHTS, NEED MORE RELIEF PILOTS
AIRPORT X HAS DONE A STUDY ON HIGH SPEED DEPARTURES, THAT IS AN EFFICIENT WAY OF GETTING PEOPLE OUT OF THE TERMINAL, IT WOULD BE GOOD TO ASK QUESTIONS ABOUT HIGH SPEED DEPARTURES TO SPEED UP GETTING AIRPLANES INTO THE HIGH ALTITUDE STRUCTURE
CREW COORDINATION, COCKPIT COORDINATION
AIRPORT X ATC PROCEDURES RESULT IN HIGH ON FINAL
RVSM AIRSPACE, EXTENDED DUTY TIME LIMITS, AIRCRAFT SECURITY ISSUES IS NOT CONSISTANT DOMESTICALLY OR INTERNATIONALLY, SECURITY CLEARANCES
EFFECT OF RVSM ON DAY TO DAY OPERATIONS WITH NEAR COLLISIONS AND PILOT-CONTROLLER ERRORS. ALSO TRAINING IN SIMULATOR HANDS ON FOR TCAS ADVISORIES NOT EXIST @ MY AIRLINE. IMPACT OF POST [EVENT X] SECURITY PROCEDURES INTERFERED WITH COCKPIT PROCEDURES
INTERNATIONAL FLYING WITH ATC, FREQUENCY CONGESTION [AIRPORT X]
CREWMEMBERS HOW THEY MIGHT CHANGE PDC'S, MORE QUESTIONS ABOUT RUNWAY AND TAXIWAY SIGNAGE, IS IT ADEQUATE, GROUND CLEARANCES READ WITH SUCH SPEED MORE DATALINKING AND ATC INSTRUCTIONS
A T C WORKING MULTIPLE FREQUENCIES

D3A
AIRCRAFT EMERGENCIES
COMMUNICATION CONGESTION WITH A T C CONTROLLERS
OF AIRPLANES IN THE AIR ESPECIALLY WHEN WEATHER IS BAD, ALSO INTERSECTING TAKE OFF AND LANDING
FREQUENCY CONGESTION, MORE QUESTIONS ON DELAYS DUE TO THE CONGESTION.
LACK OF TRAINING ON [AIRCRAFT TYPE X] FOR FORMER [AIR CARRIER X] PILOTS FLYING [AIRCRAFT TYPE X]
PASSENGER PROFILING SHOULD BE DONE TO INCREASE SAFETY OF OTHER PASSENGERS AND ASSURED THE SCREENING PROCESS
WELL, A LOT OF THE QUESTIONS , SOME OF THE SAFETY ISSUES DID NOT ADDRESS THE DIFFER. BETWEEN DOMESTIC AND INTERNATIONAL OPERATIONS LIKE LOCATION X, SO WHEN I TALK ABOUT MY HORROR STORRIES THEY COME FORM LOCATION X LIKE OVERWEIGHT CONDITIONS, ALSO LANGU
MORE TENDANCY TOWARDS TO SATURATING THE FLOW OF TRAFFICE IN VARIOUS AIRPORTS WERE ABLE TO PAD THE LIMINTS BEFORE AND NOW THEY CAN'T DO THAT
AIRPORT SECURITY
CONGESTION AND DELAYS ARE A BIG CONCERN AND FATIGUE IS A CONCERN ALSO
BETTER REST FACILITIES AT INTERNATIONAL FLIGHTS, DONOT USE HIGH FREQUENCY RADIOS ON TRANATLANTIC FLIGHTS, REPLACE WITH DATA LINKS OR SATCOM ,
SPACING, ALTITUDE CLEARANCES
IN [LOCATION X] THE GIVE RIDICULOUS ROUTING INSTRUCTIONS, LANDING IS SEPARATED BY AIRSPACE, INSTEAD PLANE SEPARATION
FATIGUE, SENIORITY INTEGRATION, PROBLEMS WITH BLENDING TWO AIRLINE MERGING PERSONNEL
FATIGUE
HAVING AIR MARSHALS BOARD THE PLANE WITH NO CREW AVAILABLE; FLYING WITH ONE AIR CONDITIONING
SECURITY
SCREENING OF CHECKED LUGGAGE SHOULD BE INSTITUTED AND SKY MARSHALLS SHOULD BE ON ALL FLIGHTS
ATC CONGESTION ON FREQUENCIES; NEW SECURITY PROCEDURES AT AIRPORTS MAKE FLYING NO SAFER THAN PRIOR TO EVENT X.
SOME AREAS NEED EXTRA SIGNS
AIRPORT X APPROACH PROCEDURE FURTHER CONGESTS A CONGESTED AIRPORT
FATIGUE
AT AIRPORT X ON THE ARRIVAL THEY HAVE CROSSING RESTRICTION 250 KNOTS AND 10,000 FT MORE OFTEN THAN NOT THEY WILL KEEP US UP TOO HIGH AND WE HAVE TO SCREAM OUR WAY DOWN-KEEPS US TOO HIGH TOO LONG BEFORE GIVING US CLEARANCE TO DESCEND
SECURITY CONCERNING CREW, PASSENGERS. PILOT SHOULD NOT BE PATTED DOWN IN FRONT OF PASSENGERS
CREW DUTY TIME
NO FREQUENCY CHANGES AT X OR X FEET
MAINTENANCE ISSUES AIRCRAFT NOT BEING FIXED IN TIMELY MANNER
COMMUNICATION QUESTIONS-CONGESTION ISSUES
MAINTENANCE RELATED,ABOUT GETTING THINGS WORKED ON IN A TIMELY MATTER
ATC COMMUNICATION DURING APPROACH ENVIRONMENT ESPECIALLY LOCATION X
LANGUAGE BASIC COMMICATIONS
AIRPORT SIGNAGE
ATC ENGLISH IN FOREIGN COUNTRIES NEEDS TO BE BETTER
LACK OF COLLISION AVOIDANCE EQUIPMENT FOR PLANES WITHOUT TCAS CAPABILITY
CHANGES IN APPROACHES CLOSE IN MAKES FOR VERY DANGEROUS POTENTIALLY
CREW REST AND DUTY DAYS. AUTOMATION IN TERMS OF GETTING WEATHER INFORMATION TO PLANE
AIRPORT CONGESTION

D3A
LACK OF MODERNIZATION
FREQUENCY CONGESTION
DUTY LIMITS
ALTITUDE RESTRICTIONS ON ARRIVAL + DEPARTURE PROCEDURES
R SAID ASK MORE QUESTIONS ABOUT APPROACHES
ATC
THE CONGESTIONA AT PLACE LIKE AIRPORT X RAPIDLY CHANGE YOUR RUNWAY ASSIGNMENTS AND YOU'RE NOT PREPARED FOR WHAT YOU'LL GET.
REVISED CLEARANCES INA [AIRCRAFT TYPE X] SHOULD NOT BE REVISED WITHIN 25 MILES, FREQUENCY CONGESTION QUESTIONS,
ATC IS NOT REQUIRED TO READ BACK CLEARANCES ANYMORE
ATC IN AIRPORT X FORCES US TO HAVE UNSTABILIZED APPROACH
AIR TRAFFIC CONTROLLERS WORKING MULTIPLE FREQUENCIES, PILOTS CAN NOT HEAR THE READBACK
ALL LUGGAGE AND BAGS SCREENED
MORE CONCERN ABOUT PASSENGER PROBLEMS; EG, PEOPLE W-MEDICAL CONDITIONS BOARDING WHO SHOULD NOT BOARD, DRUNKENNESS
SHOULD NOT CHANGE TAXING ROUTING MORE THAN ONCE
CARGO SCREENING
SECURITY THAT PILOT GO THROUGH SINCE [EVENT X]. THEY HAVE TO GO THROUGH AIRPORT SECURITY AND THEN THEY ARE SEARCHED AGAIN. NEED TO FIND ANOTHER WAY TO FIND OUT THEY ARE A CREWMEMBER.
LAND AND HOLD SHORT -INTERNATIONAL PILOTS UNFAMILIAR WITH LANDINGS,FATIGUE ISSUES -DUTY TIME AND REST TIMES
SECURITY AND HOW IT RELATES TO AIRCREW PERFORMANCE
THERE IS A BREAKDOWN IN COMMUNICATIONS WITH ATC, ESPECIALLY WITH CLEARANCES. YOU NEVER KNOW IF ATC IS TALKING TO YOU. THERE IS NO CERTAINITY THAT YOU HAVE THE CORRECT INSTRUCTIONS AND IF ATC IS TALKING TO YOU. THERE ARE TOO MANY ASSUMPTIONS BEING MADE.
WEATHER REROUTES ARE DICTATED BY A NATIONAL SYSTEM IN LOCATION X AND BY THE TIME WE GET IT IT'S NOT VALID.
EFFECIENCY VS SAFETY WITH AIRCRAFTS- TIME AND DUTY HUMAN FACTORS WITH REGULATIONS ON HOW LONG THEY CAN BE ON DUTY
QUESTIONS ABOUT FATIGUE AND CREW DUTY REST
ATC--CONGESTION--RADIO ALSO WEATHER DEVIATIONS LACK OF COMPASSION BY ATC FOR THE DEVIATION
R FELT THAT 30 DAYS WAS NOT ENOUGH TIME. SEVERAL OF THESE THINGS HAD OCCURRED BUT NOT IN THE 30 DAY TIME PERIOD.
USE OF STANDARD PHRASEOLOGY BY ATC, ESPECIALLY AIRPORT LOCATION X
A PUSH FOR CAUTIONING WHEN TAXING THE AIRPORTS DON'T DO A GOOD JOB OF MARKING TAXIWAYS AND INTERSECTIONS.
HOW MANY TIMES DID YOU FEEL AIRPLANE WAS DE-ICED PROPERLY BY QUALIFIED INDIVIDUALS
THE AMOUNT OF TRAFFIC THAT IS BEING SQEEZED ON TO THE LIMITED AMOUNT OF RUNWAYS- ?'S ABOUT AIRRAGE WITH PASSENGER
GROUND PERSONNEL SECURITY
TOO MANY FREQUENCY SECTOR CHANGES IN TERMINAL AREA AT AIRPORT X THUS COMPROMISING SAFETY
SAFETY DEVICES & SECURITY ISSUES SHOULD REACH CARGO CARRIERS MORE TIMELY
DUTY TIME LIMITS, CREW FATIGUE ISSUES, MINIMUM REST, CIRCADIAN RHYTHM DISTURBANCES
SECURITY ISSUES INFLIGHT SECURITY ISSUES
AIRPORT X CONTROLLERS TEND TO KEEP AIRCRAFT HIGH CAUSE OF NOISE ABATEMENT REQUIREMENTS

D3A
INCREASED AIRTRAFFIC CONGESTION IN THE AIRSPACE, ESPECIALLY DUE TO SMALL -REGIONAL AIRCRAFTS RESULTING IN ATC REQUEST TO PILOTS TO FLY AT EVEN HIGHER ALTITUDES, DELAYED COMMUNICATION WITH ATC TO OBTAIN TIMELY APPROVAL IN CRITICAL SITUATION
CONGESTION IS A PROBLEM
CONCERNS ABOUT THE NEED FOR MORE COMMUNICATION FREQUENCIES FOR GROUND CONTROLS, ALSO TENDENCY OF UNDERSTAFFING ATC ESPECIALLY AT NIGHTS AND OVER WEEKENDS WHICH OFTEN LEADS TO INADEQUATE STAFF TO HANDLE HEAVY TRAFFIC DUE TO DELAYED FLIGHTS
SITUATIONAL AWARENESS
SECURITY SHOULD BE MORE ADEQUATE. R FLIES CORPORATE PASSENGERS AND WOULD LIKE TO KNOW THAT EVERYONE IS WHO THEY SAY THEY ARE AND THAT THEIR BAGS CARRY NO CONTRABAND
CREW REST AND CIRCADIUM RYTHM
ATC - BECOMING SO CONGESTED U WANT TO ASK CERTAIN QUESTIONS AND ARE UNABLE TO GET IN
THE TERMINAL AREA CAN BE THE PLACE WHERE DUMB THINGS ARE REQUESTED AND ACCEPTED.
CREW FATIGUE
AIRPORT CONGESTION
RADIO INTERFERENCE ON AIR TRAFFIC CONTROL FRERQUENCIES
WEATHER BRIEFINGS ARE NOT RECEIVED MANNER
FLYING AT NIGHT
COVERED ALL QUESTIONS
NOISE ABATEMENT PROCEDURES DURING DEPARTURES - CAN BE HIGHLY INTENSE, DIFFICULT TO MEET
FREQUENCY CONGESTION DURING A TIME CRITICAL SITUATIONS
T-CAS SOFTWARE - FIXING THAT. WAS WORRIED ABOUT CONGESTION ALSO. WOULD LIKE T-CAS TO TELL YOU LATERAL POSITION.
ALTITUDE CHANGES THAT ATC ARE NOT REQUIRED TO READBACK CLEARANCES AND AIRSPEED CHANGES
RUNWAY INCURSIONS--CLEARANCES THAT ARE SOMEWHAT AMBIGUOUS
ASK IF A T C ARE LISTENING TO PILOT READ-BACKS OF CLEARANCES
PILOTS BEING VERY TRIED, NOT ENOUGH SLEEP
SOME PLACES DO NOT HAVE A STANDARD PLAN (ATC) WHEN LANDING WHICH MAKES IT DIFFICULT TO FLY A PLANE EFFICIENTLY. SOME ATC'S SEEM TO MAKE IT UP AS THEY GO.
FREQUENCY BLOCKING
FREQUENCY CONGESTION, WIDE AREA WEATHER REPORTS NEED TO BE MORE SPECIFIC AND UPDATED, ATC USURPING CAPTAIN'S AUTHORITY IN FLIGHT, FAA DISAPLINE ISSUES
DUTY REST AND FATIQUE
CONGESTION ISSUES, HAVE YOU FELT PRESSURED TO FLY AND NOT DEVIATE TO ALTERNATE TO RETAIN ETOPS RELIABILITY.
IMPROVE SECURITY SHOULD BE ARMED
LACK OF OVERSIGHT ON COMMUTER CARRIERS COMPARED TO COMMERCIAL AIRLINES
ATC COMMUNICATIONS IS POSSIBLY TASK=SATURATED. IS THE TECHNOLOGY ALREADY AVAILABLE TO TO ALEVIATE THE FREQUENCY THAT IS PUTTING ALL AIRCRAFT AT RISK. WE SHOULD BE USING ON-SCREEN COMMUNICATION OR DATALINK (ACARS) FOR ATC COMMUNICATIONS.
CONGESTION GETTING WORSE
VARIABLE HOURS THAT CREW WORKS MAKES IT HARD FOR BODY TO ADJUST
QUALITY OF AIR TRAFFIC CONTROL RECEIVERS & TRANSMITTERS; OVERFLYING FREQUENCYOROVERLAPOF FREQUENCY; DIFFICULTY UNDERSTANDING ATC
IV'E BEEN GIVEN THE WRONG CALL SIGN BY ATC TOO MUCH FREQUENCY CONGESTION. ASK ATC TO EMPHASIZE FLIGHT # ON ALL UNANTICPATED CALLS

D3A
PILOT -ATC COMMUNICATION STANDARD PHRASEOLOGY
ON WKENDS ONE PERSON WILL BE WORKING TOO MANY FREQUENCIENCE, EX. GROUND CONTROL, AND TOWER, AND CLEARANCE.
THE AGE 60 MANDATORY RETIREMENT AGE FOR AIRLINE PILOTS. I DON'T BELIEVE THAT PILOTS HAVE TO MANDATORILY RETIRE AT AGE 60. THEY GET PHYSICALS AND PASS THEM -- SHOULD NOT BE FORCED TO RETIRE.
READ BACK HEAR BACK PROBLEM INCORRECT READ BACK
MOST LIKELY PERSON TO BE KILLED IS A GROUND PERSON. HOW MUCH TRAINING DO THEY GET?
CREW FATIGUE IS A MAJOR ISSUE
INCORRECT TERMINOLOGY BY ATC AND PILOTS, ATC DOESN'T RESTATE CLEARANCES WITHOUT BEING ASKED
YOU DIDN'T TALK ABOUT OTHER CREW MEMBERS BEHAVIORS IN FLIGHT--IE.E SLEEPING AND READING ON FLIGHT ON DOMESTIC FLIGHTS
STORM AVOIDANCE
HIGH ALTITUDES, TRAFFIC AVOIDANCE, LIGHT AIRCRAFT. THE MOST DIFFICULT PART OF THIS JOB IS TRYING TO TAXI - THAT'S WHERE MOST PROBLEMS CAN OCCUR.
FATIGUE ISSUES, DUTY TIME FOR RESERVE PILOTS,
FATIGUE AND DUTY TIME
MULTIPLE CHANGES TO APPROACHES STARTING FROM 50 MILES OUT FROM THE AIRPORT ARE SAFETY CONCERNS, ESPECIALLY AT BUSY AIRPORTS; TIMELY WEATHER INFORMATION, ESPECIALLY IN THUNDERSTORMS, IS AN ISSUE. WE NOW HAVE TO RELY ON RADIO INFO WHICH IS PROBLEMATIC.
ATC WILLNOT ALLOW AN AIRCRAFT TO CLIMB TO ITS FILED ALTITUDE
WHILE SITTING IN LINE MAYBE ATC COULD GIVE CLEARENCE--NOT WAIT TILL LAST MINUTE
QUESTIONS ARE RESULT-RELATED, BUT MOST SAFETY-RELATED INCIDENTS THAT HE HAS SEEN ARE NEAR MISSES, HAS NOT EXPERIENCED LEVEL OF SEVERITY ASKED ABOUT
CREW REST CREW LIMITATION, RESERVE SYSTEM
SIMULTANENEOUS PARRELELL ILS
THE SEPARATION BETWEEN PLANES IS NOW ONLY 1000 FEET -TOO SHORT.
OPEN TURBULENCE QUESTION- THE WORD TIME-CRITICAL
WINTER OPERATIONS IE DEICING
NEED TO BE AWARE OF ALTITUDE AWARENESS INVOLVING CLEARENCES.. FREQUENCY CONGESTION IS AN
ATC 'S ARE MAXED OUT, SYSTEM SATURATED
AIR TRAFFIC IS FORCED TO WORK TOO FAST--THEY SPEED UP . ATC IS RUSHING US. ATC ASSUMES FAMILIARITY WITH THE AIRPORT. 3-4 ROUTING CHANGES. NO TIME TO FIGURE OUT WHERE YOU ARE SUPPOSED TO GO.
QUESTIONS ABOUT CHANGES IN THE SYSTEM TO MAKE ATC APPROACHES EASIER, R NAV APPROACHES, CONTROLLERS ARE NO LONGER UPDATING ATIS FORCASTS, ADD FARENHEIT TO ATIS
AIRMAN DO NOT HAVE AN AVENUE TO REPORT SAFETY CONCERNS WITHOUT REPERCUSSIONS
WAKE TURBULANCE ON TAKEOFF
ANTI TERRORISM, COCKPIT DOOR-DOUBLE DOORS, ARMING PILOTS
RUNWAY UTILIZATION AND ATC CONGESTIONHIGHER SPEEDS ON IRC APPROACHES, MAINTAINING CERTAIN SPEEDS TO THE OUTER MARKERS, DIFFICULT TO CHANGE ALT IN TURBULENCE CONDITIONS
QUESTIONS ABOUT FIGHTER INTERCEPTS,
CLEARING BIG PASSENGER AIRLINES WHEN RUNWAY IS NOT CLEAR WOULD LIKE TO SEE MORE SPACE ON
COMMUNICATION IN SOUTH AMERICA CITIES, MANY LANGUAGES FOR ATC, SECURITY ISSUES
COCKPIT SECURITY, ARMING PILOTS
FATIGUE
CREW FATGUE
FOREIGN CONTROLLERS SOMETIMES USE LANG OTHER THAN ENGLISH

D3A
MORE GROUND TRAFFIC TRAINING REQUIRED,
ATC COMMUNICATION CAPIBILITIES, EQIPMENT IS ANTIQUATED
NOT ENOUGH AIRSPACE,AIRPORTS,RADARS AND MODERN COMPUTERS,ALSO THE FAA IS GOING TO IMPLIMENT RVSM (REDUCED VERTICAL SEPARATION MINIMUMS THE FAA
STUDY IS GREAT BUT WE INUNDATED WITH RUNWAY INCURSIONS . ATTITUDE OF PILOTS DECLINING BY SEARCHES--NATIONAL SECURITY IS A JOKE . I WANT OUT AS SOON AS POSSSIBLE. TREATED LIKE A CRIMINAL. ATC PICKING ON OUR COMPANY(FREIGHTER) ASKED TO KEEP OUR SPEED U
FLYINGON THE BACK SIDE OF THE CLOCK
CREW SCHEDULING OR FATIGUE-CONGESTION OVERALL
A T C WORKING NUMEROUS FREQUENCY
NIGHTIME VISUAL APPROACHES
PREFERRED ROUTING TAKE UP A LOT OF FUEL
COMPANY-RELATED CREW REST QUESTIONS.
RVSM QUESTIONS SHOULD BE INCLUDED; UNCONTROLLERABLE BECAUSE OF TURBULANCE; DEVIATIONS FROM ALTITUTE
RECURRENT TRAINING, DEICEING QUESTIONS USE OF HOLDOVER FLUIDS, APPLICATION PROCESS FOR DEICEING, RECURRENT SIMULATOR TRAINING ISSUES FOR SPECIFIC PROBLEMS
NEGATIVE IMPACT ON PRODUCTIVITY AND EFFICIENCY OF PILOTS RESULTING FROM PRESSURES CREATED BY CONTINUED PROBLEMS IN THE AIRLINE INDUSTRY
FLIGHT AND DUTY LIMITATIONS
PILOT FATIGUE
RUNWAY CLEARANCE CHANGES THAT ARE IN CLOSE ARE A PROBLEM. #ATC OFTEN DIRECTS HIGHER AIRSPEED THAN DESIRABLE ON LAST PART OF APPROACH.
CREWMEMBER SECURITY
RJ AIRCRAFT CONGESTIONING AIRPORTS
FAVORITISM TOWARDS CERTAIN AIRLINES BY ATC
CONGESTION ORD SOMETIMES NON STANDARD PROCEDURES FOR COMMUNICATIONS BLOCK EACH OTHER. ON APPROACH LIKE TAMPA THEY DON'T TALK TO YOU AND YOU SLOW DOWN ON YOUR OWN AND AT ORD YOU GET HOLLERED AT ESP AT BUSIER AIRPORTS
ATC APPROACH CONTROL HANDLING AT MAJOR AIRPORTS , EX: AIRPORT X
COMPANY PRESSURE TO CONTINUE FLYING WHEN THE CREW IS FATIGUED
PILOT FATIGUE
COMPANY OPERATIONAL PRESSURE ON FLIGHT CREWS
CONGESTION AT SOME OF THE BUSY AIRPORT FOR DEPARTURES AND ARRIVALS
IS CREW SCREENING SECURITY AN OVERREACTION,
AIRPORT X TENDS TO BE RATHER INFLEXIBLE WHEN IT COMES TO ROUTING DEVIATIONS AND FOR NO REAL REASON WHEN THERE'S NOT A LOT OF TRAFFIC AND IT WOULD ACTUALLY HELP ATC
PILOTS FATIGUE
TIGHT SPACING ON APPROACHES
CONTROLLER REBACK-A LOT OF TIMES IF YOU DON'T READ IT BACK RIGHT AWAY, HE DOESN'T CATCH IT--HE'S GONE ON TO SOMEONE ELSE. WE'RE DOING TOO MUCH WITH TOO LITTLE.
SECURITY,STRENGTH COCKPIT DOORS, AND ARM PILOTS WITH SOME TYPE OF NON LETHAL EQUIPMENT
AIRPORT CONGESTION -SEPARATION LIMITS ARE GETTING TOO CLOSE FOR LANDINGS AND TAKEOFFS
MORE SPECIFIC QUESTIONS ABOUT CONGESTION ISSUES, PILOT FATIGUE,
RADIO CONGESTION ON GROUND, MORE RJ'S
TEMPORARY FLIGHT RESTRICTION CHANGES ARE CHANGED TO FREQUENTLY,CONGESTION AT MAJOR AIRPORT

D3A
READBACK ERRORS SHOULD BE ADDRESSED AND CONFIRMED
IN [LOCATION X] PILOTS PUTS IN A HOLDING PATTERN DUE TO POOR COMMUNICATION BETWEEN PILOT AND ATC, ACURRATE AND TIMELY INFORMATION FROM ATC
CONGESTION, # OF FLIGHTS AND FRQUENCY
TOO MANY AIRPLANES INTO TOO SMALLER SPACE
ATC TEND TO BE A LITTLE WEAK AT TIMES, ESPECIALLY ON THE WEEKENDS
R SAID IN HIGH DENSITY AIRPORTS LIE [AIRPORT X] COMMUNICATION CAN BE DIFFICULT WITH RADIO CALLS WITH IN 15 MILES
NOISE PROFILE DEPARTURES COULD RESULT IN UNSAFE SITUATIONS
LANGUAGE PROBLEM INTERNATIONALLY
INCREASES IN FREQUENCY CONGESTION, OVERCOWDING AT HUB AIRPORTS
CHANGES IN RESTRICTED AIRSPACE. ESPECIALLY WHEN FLYING GENERAL AVIATION. THE PROBLEM IS THAT I AM NOT CONFIDENT IN THE FAA'S ABILITY TO DISSEMINATE INFORMATION. ALSO, CONCERNED ABOUT AIRPORTS THAT HAVE ELABORATE NOISE ABATEMENT DIRECTIONS.
FATIGUE, SLEEP DEPRIVATION, UNTRAINED GROUND PERSONNEL, HAZMAT & HAZMAT TRAINING, FREQUENCY CONGESTION
ENHANCING THE FLOW OF AIRCRAFT TRAFFIC AROUND THE AIRPORTS
FATIGUE AND DUTY TIME ARE A CONCERN, AIRLINES FINDS WAYS TO GET AROUND THE FAR REGULATIONS AND IT IS NOT SAFE
ON-GOING SECURITY CONCERNS
FATIGUE ISSUES, DUTY TIME, HOURS OF OPERATION BACKSIDE OF THE CLOCK, QUESTIONS ABOUT DEALING INTERNATIONAL CONTROLLERS -NON-STANDARDIZATION OF LANGUAGE AND EQUIPMENT PROBLEMS, IMPROVEMENTS ON GROUND OPERATIONS LIGHTING, MARKING. OVER WATER CLEARANCE
SECURITY ISSUES- ACCESS TO AIRCRAFT BY GROUND PERSONNEL
MULTIPLE FEQUENCIES OPERATED BY ONE CONTROLLER, WHETHER IT'S THE TOWER, CENTER, APPROACH, GROUND. PILOT SAYS IT'S VERY FRUSTRATING, BECAUSE YOU HEAR THE CONTROLLERS TALKING AND NO ONE ANSWERING AND YOU SOMETIMES THINK THEY ARE TALKING TO YOU.
SECURITY INCIDENTS, BASICALLY SECURITY IN GENERAL ALL UNDER ONE UMBRELLA IS THE MAJOR PROBLEM WE HAVE NOW.
REQUESTED HIGH AIRSPEEDS ON FINAL IS HAPPENING EVERYWHERE
LAND AND HOLD SHORT
PILOT FATIGUE, LACK OF REST. GENERAL CONCERN THAT THE CREW HAS OVER THE SAFETY OF THE FLIGHT WITH RESPECT TO THE SECURITY EFFORTS GOING ON. WONDERING ABOUT THE BAGS GETTING ON THE PEOPLE GETTING ON, HOW LONG WILL I HAVE MY JOB?
OVER ALL FREQUENCY CONGESTION
REDUCING SEPARATION BASED ON VISUAL CONTACT, BUT PILOT OFTEN UNABLE TO VERIFY AIRCRAFT'S IDENTITY, CANNOT VERIFY DISTANCE FROM AIRPLANE, CAN HAVE PROBLEM WITH WAKE TURBULENCE
AIRPORT X AND AIRPORT X ARE VERY DANGEROUS-STEP-DOWNS AT AIRPORT X TOO DIFF
TENDENCY TO KEEP AIRCRAFT TOO HIGH AND FAST,
SHOULD WE CARRY GUNS IN THE COCKPIT?
TRAFFIC CAPACITY IS TOO OVERCROWDED, INCONSISTENT STANDARDS BETWEEN LOCATION X AND OTHER CENTER CONTROLLERS
THE AIRCRAFT EQUIPMENT AS IT RELATES TO THE ITEM S THAT ARE MALFUNCTION ON THE AIRCRAFT
THE RUNWAY CHANGES IN [LOCATION X] ARE OFTEN DIFFICULT
SAFETY ISSUE FROM WHERE HE SITS IS THE LACK OF PROFICIENCY IN THE INTERNATIONAL PROGRAM WITH THE RELIEF FIRST OFFICERS AND THE FIRST OFFICER ABILITY TO STAY CURRENT.

D3A
CREW RESOURCE MANAGEMENT ISSUES
LACK OF T-CAS ON FREIGHTERS
TO COMMUNICATE ON HIGH FREQUENCY RADIOS AND THE DISTRACTION THAT THIS CAUSES
INTERNATIONALLY COMMUNICATION INVOLVING FORIEGN CONTROL; AIR TRAFFIC CONFLICTS CROSSING FAR BOUNDARIES.
CHECKLIST DISCIPLINE AND COCKPIT DISTRACTIONS
TRAFFIC CONGESTION QUESTIONS WHILE EN ROUTE, CONGESTION ISSUES REGARDING ATC COMMUNICATION VERIFYING PILOT ACTIONS
GROUND EQUIPMENT WITHIN SAFETY ZONE AT GATES
CLEARANCE READ BACK IS IMPORTANT, SIGNIFICANT PROBLEM WHEN CONTROLLER DOES NOT LISTEN TO READ
CONFUSING ATC INSTRUCTIONS-ABOUT HOLDING FOR EXAMPLE
NO HAND OFFS, POOR LANGUAGE PROBLEMS WITH ATC
AIRCREW SECURITY HARASSMENT
SECURITY ISSUES
CONGESTION ESP WITH NEW RJ JETS THAT WANT SAME AIRSPACE AS OTHER PLANES. NEED VISUAL APPROACHES ON THE APPROACH PLATES LIKE [AIRPORT X].
CONGESTION AT THE AIRPORT, WITH TRAFFIC FLOW; UNIVERSAL SIGNAGE
RUNWAY CONGESTION AND GO AROUNDS
THE WHOLE ASPECT OF PASSENGER SCREENING WHICH IS A JOKE BUT THERE IS NO SCREENING FOR CARGO
RUNWAY SELECTION BY TOWER THAT HAVE TAILWINDS LANDS US WITH QUARTERING TAILWINDS ROUTINELY.
OBTAINING WEATHER INFORMATION INFLIGHT IS VERY IMPORTANT TO THE COCKPIT
OVERLOADING OF ATC FREQUENCY AT MAJOR AIRPORTS WITH LARGE TRAFFIC VOLUMES COULD LEAD TO MISCOMMUNICATION PROBLEMS WHICH POSE SAFETY PROBLEMS
ISSUES RELATED TO CREW REST. READBACK CLEARENCES,
SOMETIMES CONTROLLERS MISS READBACK OF INSTRUCTIONS
ATC GROUND CONGESTION
DISTRACTIONS IN THE COCKPIT GIVEN WORRY AND STRESS CURRENTLY EXPERIENCED BY CREW-MEMBERS DUE TO EMPLOYMENT UNCRETAINTY OR JOB INSECURITY
SAFETY ISSUES: THE AIRPORT RUNWAYS ARE SO CONGESTED, ATC OFTEN ASKS PILOTS TO ACCEPT VISUAL APPROACHES TOO FAR OUT. THE RADIO FREQUENCY IS OFTEN SATURATED.
IN [AIRPORT X] WE HAVE HEAVY FREIGHTERS CLIMBING SLOWLY AND THERE IS A PROBLEM WITH VFR FLIGHT AIRCRAFT -- TOO CONGESTED AT TIMES - IT'S AN ACCIDENT WAITING TO HAPPEN.
YOU NEED TO ASK MORE ?'S ABOUT THE INTERPERSONAL RELATIONSHIP BETWEEN THE CAPTAIN AND CO-PILOT
UNDERSTANDING RADIO COMMUNICATION MORE CLEARLY
CONGESTION IN APPROACH AND DEPARTURE
HAVE YOU EXPERIENCE A BLOW IN A TIRE ON LANDING OR TAKE OFF IN THE LAST 30 DAYS?
DUTY TIME REGULATIONS ARE A VERY BIG ISSUE, MANAGEMENT ISSUED DICTATES TO VIOLATE DUTY ARE A VERY BIG PRESSURE
FREQUENCY CONGESTION
ACCURACY OF THE TAKEOFF DATA THAT THEY RECEIVE MANY TIMES THE INFORMATION IS NOT ACCURATE
GROUND HANDLING OF PLANES -TOO MUCH PUSHING BY CONTROLLERS TO KEEP PLANES MOVING SHOT GUN STYLE; IT IS HARD TO GET CONFIRMATION ON INSTRUCTIONS FROM CONTROLLERS. THEN IF PLANE IS STOPPED TO GET CLARIFICATION, THEN CONTROLLERS GET UPSET. TOO MUCH PUSHING
RUNWAY ENCROACHMENT PROBLEMS

D3A
THE PROBLEM WITH NOT ENOUGH MANNING IN TRAFFIC CONTROL TERMINAL AREAS PARTICULALY AT THE MEDIUM CLASS AIRPORTS WE TEN TO HAVE ONE CONTROLLER DOING EVERYTHING- OR CONTROLLERS NOT VERY BUSY, WHICH IN TURN MAKES THEM VERY LAZY, WHERE AT THE BUSSIER AIRPORTS
WEATHER RELATED (TURBULENCE-WEATHER) BETWEEN ATC CONTROL SECTORS OR CENTERS WHARE EACH SECTOR IS RUN THAT THEY ACT-THINK THEY HAVE NO RESPONSIBILITY -AUTHORITY TO COMMUNICATE "ADVERSE WEATHER"-TURBULENCE FROMADJOINING SECTORS.
FATIGUE- THE SCHEDULES OF PILOTS IN THE TYPE OF FLYING THE PILOT DOES ON CALL 24 HOURS A DAY
KEEP AN EYE ON SCHEDULES; FATIGUE PROBLEMS;
HAVING AIR MARSHALS ONBOARD
IS THERE A PROBLEM DURING LESS CONGESTED TIMES DOING CLEARANCE DELIVERY, TOWER AND GROUND CLEARANCES WORK AT THE SAM TIME
UNCONTROLLED AIR SPACE, NON RADAR ENVIRONIMENT
CIRCADEM RHYTHUM- PILOT FATIGUE
SECURITY SEEMS TO TARGET CREW MEMBERS -WASTE OF TIME. CREW REST- HARD TO STAY AWAKE AT NIGHT. NIGHT FLIGHTS SHOULD HAVE MORE REST. FAA HAS RESTRICTED JUMP SEATS FROM OTHER COMPANIES . SHOULD RESTORE OLD RULES-OFF LINE JUMP SEATING
PROBLEMS WITH SHARED FREQUENCIES-AT [AIRPORT X] USING SEPARATE TOWER FREQUENCIES
DO YOU NOTICE THAT MORE CONTROLLERS WEEKEND THAN WEEK DAYS.
SPEED REDUCTION
SERIOUS PROBLEM IS CREW FATIGUE. FLIGHT TIME-DUTY TIME LIMITS. ALSO, ATC ISSUING TAXI CLEARANCES DURING VERY HIGH WORK LOAD TIME, IMMED. AFTER TOUCH DOWN BEFORE WE'RE CLEAR OF THE RUNWAY
TSA NEEDS TO BE IMPROVED AND GET REALISTIC
R SAID FLYING TO EUROPE THE RVSM ARE NOT REAL HELPFUL.THE CONTROLLERS DONT KNOW WHERE OTHER PLANES ARE . THIS IS DUE TO LANGUAGE BARRIER
ROUTING OF GENERAL AVIATION TRAFFIC W-COMMERCIAL
CAPACITY IS THE BIGGEST CONTROL PROBLEM. THE AIRLINE THAT I WORK FOR HAS CUT BACK 20 % TO 24% OR MORE AND IT WILL BECOME A PROBLEM IN THE FUTURE.
THE WAY THAT AIR TRAFFIC CONTROL INFORMATION IS DESMININATED TO THE FLIGHT CREW MEMBERS, WRITTEN ON THE RADIO AND VERBAL AS IN BRIEFING AND DEBRIEFING-INFO BECOMING INCREASINGLY CONFUSING-BECAUSE OF ACRONYMS , ITS NOT SPELLED OUT- ITS CODED AND ITS CH
INCREASES IN AIRPLANE CONGESTION IN HUB AREA, EFFORTS THEY ARE TAKING ARE THEY TOO GREAT A COMPROMISE, ATC DOING TOO MANY TASKS AT ONCE, ATC STARDARDIZATION AND CADANCE
HANDLING VOLUME OF TRAFFIC
A MISTAKE TO ALLOW LARGE TRANSPORT CATEGORY AIRCRAFT TO BE REDUCED TO A 2 MAN COCKPIT. SYSTEM X SYSTEMS ARE GOING A MORE AUTOMATED SYSTEM -LEAVES PILOT TO BECOME WITHDRAW FROM SITUATIONAL AWARENESS. NOT VIGILANT--LULL PILOT NOT TO RESPOND TO SPLIT SECOND
[AIRPORT X] AND [AIRPORT X] HARD TO MAKE TIME-CRITICAL COMMUNICATIONS, SYSTEM TOO BUSY
GETTING A CHANGE IN ACTIVE RUNWAYS. IT COULD BECOME A SAFTEY ISSUE. DON'T HAVE TIME TO SETUP PROPERLY FOR THAT RUNWAY. IT'S LATER THAN WHAT IT SHOULD BE DONE.
IS FMS INPUT OR OUTPUT CAUSING PROBLEM--MISPROGRAM BY CREW OR HAVE UNANTICIPATED RESPONES -- SOMETIMES DO + DON'T NOTICE IT
GENERAL OPS AT [AIRPORT X]
RADIO CONGESTION
NEW CONTROLLERS HIRED WHO DO NOT GET THE BIG PICTURE. NO RHYHME OR REASON FOR ATC DIRECTIONS AND OFTEN IT DOESN'T MAKE SENSE. THEY OFTEN RESPOND THAT THEY ARE GIVING DIRECTIONS RELATED TO TRAFFIC FLOW- DEVIATIONS AROUND WEATHER. ATC DOESN'T UNDERSTAND

D3A
[AIRPORT X] CONTINUALLY CHANGES RUNWAY AT LAST MINUTE.
INTERSECTING RUNWAYS, LAND AND HOLD SHORT
SECURITY LAPSES AT CUSTOMS
FREQUENCY CONGESTION
SEVERE TURBULENCE INJURIES OF FLIGHT CREW,
CREW REST
BLOCKED COMMUNICATION
RADIO INTERFERENCE
FREQUENCY CONGESTION
A T C DON'T GIVE ENOUGH TIME TO SLOW DOWN ON FINAL APPROACH
PILOT FATIGUE
WOULD THE USE OF AN AIRBORNE RADAR DATA LINK TO THE COCKPIT BE HELPFUL?
SIMILAR SOUNDING CALL SIGNS
INADEQUATE CREW REST- VARIATION IN INTERPRETATION OF FLIGHT TIME LIMITATION; POOR INFO ON SPECIAL USE AIRPORTS; MULTIPLE FLIGHT DIGITS COMPLICATES COMMUNICATION WITH ATC
PILIOT FATIQUE
CLEARANCE CHANGES WITHIN 50 TO 100 MILES FROM THE DESTINATION AIRPORT
OVERWEIGHT LANDING WASN'T COVERED.
R FLIES CARGO@ MANY TIMES HAVE CARGO THAT IS OVER WEIGHT
ONE CONCERN IS DUE TO MAJOR CITY AIRPORTS IN THE COUNTRY,LATE IN THE EVE ARE VERY BUSY AROUND MIDNIGHT, ONE PERSON MAYBE WORKING TOWER AND GROUND SEEMS VERY UNSAFE, ONE PERSON COULD GET OVERWHELMED
FREQUENCY CONGESTION IS ON THE VERGE OF CAUSING PROBLEMS
ACCESS TO EN ROUTE WEATHER REPORTS
DECLOTTERING THE SCOPE
CREW DUTY TIME REGULATIONSS, BACK SIDE OF THE CLOCK FLYING, AUGUMENTED CREW
T CAS FOR CARGO AIRCRAFTS
CREW REST AND DUTY TIME
DO YOU THINK THAT MANAGEMNT AND THE FAA REALLY ADRESS THE SAFETY ISUES OR ARE OTHER ELEMNETS SUCH AS SOCIAL AND OR FINANCIL CONSIDERATIONS INTERFER WITH THE FAA OR AIRLINE MANAGEMNET?
CREW DUTY TIME, AND CREW SECURITY SCREENING
INCONSISTENCIES BETWEEN TOWER AND AIRCRAFT COMMUNICATION
AIR TRAFFIC CONTROLLERS WORKING MORE THAN ONE FREQUENCY
TOWER PERSONAL ACCURATELY GIVING WINDSHEAR INFO AT THE FIELD AT APPROACH SEGMENT
FATIGUE ISSUES
OF TIMES ATC USES COMPANY NAME & NUMBER-FREQUENTLY DON'T USE NAME & IT'S NOT CLEAR WHO THEY ARE ADDRESSING & THE PILOTS GET ADMONISHED
ADD QUESTIONS ABOUT GROUND CONGESTION ISSUES, COVERING MULTIPLE FREQUENCIES
HAVING DEPARTURE CLEARANCES CHANGED MULTIPLE TIMES: NEED MORE PERTAINING TO TAKEOFF SITUATION
PRM APPROACHES
AT TIMES SYSTEM IS SATUATED WITH PLANES
FATIGUE ISSUE, CREW DUTY TIME
GROUND CONTROL OVERLOAD IN AIRPORT X
PILOT FATIGUE, EVERYONE IGNORES THIS ISSUE
FLIES IN SOUTH EAST OF COUNTRY WHERE TCAS WARNINGS ARE VERY FREQUENT AND THEREFORE A SAFETY HARZARD

D3A
FREQUENCY CONGEESTION WHEN CHANGING SECTORS
COMMUNICATION ---ATC IS 20 YEARS BEHIND TIMES--TCAS ON BOARD --HAVE SUCH LARGE REQUIREMENT S FOR SPACING.--LOTS OF RADIO CHANGES--NEED TO UPDATE OUR SYSTEM [AIRPORT X] IS BETTER. ALSO TRAFFIC SATURATION-CAUSE OF REGIONAL SMALL JETS -ESP [AIRPORT X] IS
DISCUSS MORE QUESTIONS ABOUT PASSENGER DISTURBANCE. EVEN THOUGH CREWMEMBERS ARE NOT ALLOWED TO LEAVE THE COCKPIT. WHAT CAN BE DONE ABOUT REAL DISTURBANCES
TAXIWAY MARKING & MISUNDERSTANDING CLEARANCES AS FAR AS TAXIING.
DETECTION & DISSEMINATION OF MICROBURST ACTIVITY
GROUND INCURSION TRAFFIC SATURATION IN MAJOR AREAS AS IN AIRPORT X AND NE ATC SYSTEM OVER SATURATED PUSH TOO HARD AND BRING AIRCRAFT TOO CLOSE. AIRPORT X WAIT UNTIL LAST MINUTE TO CHANGE ARRIVAL PROCEDURES SITUATIONAL AWARENESS SUFFERS AND AIRPORT X DIVER
SECURITY ISSUES IN GENERAL
DECREASE IN VERTICAL ABOVE 29K
FLYING INTO UNCONTROLLED AIRPORTS,FLYING VISUAL APPROACHES THAT ARE BASED ON IDENTIFYING LANDMARKS ON THE GROUND
FREQUENCY CONGESTION AT TAKE OFF-ATC DOES NOT TELL US WHICH OF THE PLANES WAITING IN LINE IS NEXT TO DEPART; RUNWAY CLEARANCES SHOULD BE BETTER STRESSED AND COMMUNICATED
DEVIATION FOR TRAFFIC MORE THAN 20 DEGREES, SHOULD BE ABLE TO GO DIRECT ONCE CLEARED FOR A GIVEN ALTITUDE
CONGESTION AT TERMINAL CONTROL AREAS ARE GETTING WORSE - AIRLINE TRYING TO MEET FLIGHT SCHEDULE W-REDUCED MAINTENANCE
SECURITY
THERE CAN BE BREAKDOWNS OF SITUATIONAL AWARENESS ESPECIALLY GOING FROM AN COMPONENT X AIRCRAFT TO A NON-COMPONENT X AIRCRAFT. THIS CAN LEAD TO PROBLEMS IN ALL AREAS WE DISCUSSED. LACK OF SITUATIONAL AWARENESS FROM ONE TYPE TO ANOTHER MUST BE ADDRESSED
METHODS TO SCREEN PASSENGERS
CREW FATIGUE
AGE OF EQUIPMENT THAT THEY ARE USING. NON STANDARD TERMINOLOGY THAT PILOT WILL DO. SOMEONE TAKES SOMEONE ELSE'S CLEARANCE INADVERTENTLY. THE GOV'T BURDEN WITH HOW DO THEY DEAL WITH BETTER TECHNOLOGY. PILOTS NEED TO BE MORE STANDARD IN TALKING BACK WIT
REDUCED VERTICAL SEPARATION QUESTIONS, RVSM QUESTION HOW IS IT WORKING?
SOME PILOTS DO NOT LOOK OUTSIDE FOR TRAFFIC
PILOTS DONT KNOW WHAT IS INSIDE OF CONTAINERS OF THE FREIGHT THEY CARRY
HIGH-DENSITY OPERATING AIRPORTS ASK FOR TURNING IN WITHOUT ALLOWING ENOUGH TIME TO GET DOWN, CAN BE DESTABILIZING
I WOULD LIKE TO HAVE MORE TRAFFIC ADVISORIES BELOW 180
LAND HOLD SHORT POLICIES
ON MY PLANES, ATC CAN ONLY ASK ME TO SLOW DOWN OR COME DOWN BUT NOT BOTH. THEY ARE NOT PILOTS AND ARE NOT AWARE OF MY PLANE'S CAPABILITIES
AIRPORT SECURITY, HAVING TO TAKE OUR SHOES OFF, CREW MEMBERS WITH VALID IDS AND UNIFORMS HAVE A PROBLEM FLYING IN A JUMP SET TO GET HOME, THIS ADDS TO EXTRA STRESS WHEN YOU ARE TRYING TO FLY
DUTY LIMITATIONS -MINIMUM REST REQUIREMENTS- CIRCADIUM RYTHMS- NIGHTS FLYING
AIRFIELD CONTROL TOWERS ARE IMPROPERLY MANNED. EX: AIRPORT X AT NIGHT HAS ONE PERSON IN CONTROL TOWER.
ATC ISSUE INCOMPLETE CLEARANCES MAKES PILOT VUNERABLE TO RUNWAY INCURSION PROBLEMS.ATC ISSUE TO MANY COMPLEX TAXI INSTRUCTIONS WHILE AIRCRAFT IS STILL IN HIGH SPEED ROLL OUT FROM CLEARANCE

D3A
POORLY WRITTEN COMPANY PROCEDURES, TIME-CONSUMING AND WORTHLESS CHECK LISTS, REQUIRED CHECK LISTS AT BUSY TIMES, TOO MANY BRIEFINGS
PHRASEOLOGY FROM ATC IS GETTING SLOPPY
ACCURATE WEATHER AT DESTINATION SO R CAN FIGURE IF HE HAS ENOUGH FUEL FOR TRIP.
RUNWAY INCURSIONS,
UNSTABALIZED APPROCHES
FLY INTO OPEN AIRPORTS WITH CLOSED TOWERS--APPROACH CONTROL NOT AVAILABLE
RESPONDENT SAID THERE ISPROBLEMS WHEN APPROACHING SOME AIRPORTS.THE ATC HAVE PILOTS COME INAHIGH SPEED AND THEN THEY MUST SLOLOW DOWN @HAVE TO CHANGE RUNWAYS. THIS HAPPENS A LOT IN
*CREW REST, DUTY TIME, SLEEP PATTERNS AND FATIGUE OF CREW
CLEARANCE CHANGES FROM 60 MILES TO 10 MILES PARTICULARLY AT BUSY AIRPORTS
AIRPORT MARKINGS, TAXIWAY MARKINGS, RUNWAY MARKINGS
DID PILOT FATIGUE EVER COMPROMISE SAFETY?
CREWS ARE TOO DISTRACTED BY THE SECURITY STUFF-IT CARRIES OVER ONTO THE PLANE
ATC TRAFFIC CONGESTION IS A BIG PROBLEM, FUEL CONSERVATION BY THE COMPANY IS A PROBLEM WHICH FORCES THE CREW TO GET INTO THE RESERVE FUEL
ATC EQUIPEMNT IS BELOW STANDARDS OF THE PLANES THAT IS THE WEAK LINK
THE LENGTH OF DUTY DAYS THAT COMPANIES CONTINUE TO PUSH EVEN IN LIGHT OF FAA RESTRICTIONS.
ATIS NEEDS TO HAVE A VALID TIME
LAND AND HOLD SHORT-A DEFINED SET OF PROCEDURES THAT ARE NOT ALWAYS COMPLIED WITH AT SOME MAJOR AIRPORTS.
FLIGHT PLANNING --LIDO- SEEMS TO BE AMBIGUOUS--IS BEING RESISTED
THUNDERSTORM AVOIDANCE IN TERMINAL AREA,RELATED HIGH VOLUME AIRPORTS, LOCAL RADARS ARE NOT AS ACURATE AS THEY COULD BE
CREWMEMBER FATIGUE
ON DEPARTURE GETTING RECLEARED TO A LOWER ALTITUDE WITHIN A 1000 FT. OF THAT ALTITUDE AT A MAX CLIMB RATE.
SECURITY CONCERNS
ADDING ADDITIONAL RUNWAYS, NEED A TOILET BEHIND THE SECURE DOOR, ARMING THE PILOTS, LEAVE PILOTS IN THE HOLDING PATTERNS,
PRETTY COMPREHENSIVE
CARGO AIRCRAFT NOT HAVING TCAS--A SAFETY HAZARD, I THINK.
RECEIVING CLEARENCE INFO WHILE EXICUTING LANDING, LACK OF ADVISORY INFO, GIVE INSTRUCTIONS WHILE YOU ARE TOUCHING DOWN, TOO MUCH GOING ON IN COCKPIT TO MAKE NEW CHANGES, NEED ALITTLE MORE ADVANCE INFO; CONTROLLERS GET EDGY W- PASSING ON INFO
REQUEST BY CONTROLLERS FOR VISUAL APPROACHES WHEN WEATHER CONDITIONS DON'T PERMIT THEM & REQUEST CONTROLLERS TO FOLLOW PRECEDING AIRCRAFT VISUALS WHEN TRAFFIC SEPARATION IS MARGINAL
60 DAYS IS TOO SHORT OF A TIME
CONGESTION
CREW INTERACTION AND REACTION WITH NEW TECHNOLOGY ON NEWER PLANES IS PROBLEMATIC SINCE THE TRAINING PROVIDED IS NOT AS GOOD AS IT COULD BE
CONTROLLER ISSUES, MULTIPLE FREQUENCIES, RUNWAY MARKINGS
AIR TRAFFIC CONTROL CONGESTION AT MAJOR AIRPORTS
MORE OPERATION QUESTIONS, ASK ABOUT DIRECTORS OF SAFETY AND PRINCIPAL OPERATIONS INSPECTOR
IN THE EN ROUTE SEGMENT ALTITUDE SEPARATION SEPARATION BETWEEN AIRCRAFT AND ALTITUDE ASSIGNMENTS OF AIRCRAFT-OFTEN IT'S NON-STANDARD FOR A CONFLICT FLIGHT.

D3A
PISTOLS IN COCKPIT
MEL ARE TOO LAX AND THE MINIMUN EQUIPMENT ARE TOO LAX
MORE ON COMMUNICATIN..ATC TO AIRCRAFT. AND STANDARDIZATION FO TERMINOLOGY. ATC DOES NOT CONFIRM LOTS OF TIMES A READ-BACK.
FREQUENCIES ARE VERY CONGESTED IN SOME SECTORS
FLIGHT TIME AND FATIGUE, BLOCKING THE FREQUENCIES, NASA IS VERY GOOD REPORTING INCIDENTS
AIR TRAFFIC CONTROL CONGESTION AND COMMUNICATION
BEING STABILIZED BY FAA LIMITS BUT BEING CHANGED BY ATC
ATC LISTENS TO PILOTS ALTITUDE READ BACKS
SOMETIMES, WHEN LANDING, YOU GET PASSED OVER FROM ATC TO THE TOWER. THIS CAUSES PROBLEMS BECAUSE THE FREQS ARE CONGESTED AND IT'S SCARY BECAUSE YOU DON'T GET THE OK UNTIL THE LAST SECOND.
SLAM DUNKS HAS BECOME EXPECTED; PRESSURE TO ACCEPT VISUAL APPROACHES W-LOTS OF TRAFFIC
ATC PROFICIENCY AT VARIOUS CENTERS, AIRPORT X
CREWMEMBER FATIGUE
R SAID THAT THE DIFFERENT ALTITUDES IN CANADA AND THE US ARE NOT COMPATIBILE
WEATHER DELAYS ON TAKEOFF, CAUSING REROUTING ON SHORT NOTICE AND INSUFFICIENT TIME TO DETERMINE WHETHER ADEQUATE RESERVES ON THE NEW REROUTE, WITHOUT GIVING UP YOUR SLOT FOR TAKEOFF; ATC IS GETTING OVERLOADED AND TRAFFIC IS TOO HIGH:
MORE PREPARATIONS NEED TO BE DONE FOR GPS'S DURING TRAINING
ASK ABOUT DIVERSIONS FOR SECURITY
NEED TO INSTALL SECONDARY BARRIER TO COCKPIT DOORS FOR INCREASED SECURITY.
AIR TRAFFIC ARE TO CONGESTED
POOR MIX WITH REGIONAL JETS AND NORMAL AIRLINERS IN HIGH ALTITUDE SECTOR
SKY IS GETTING MORE CROWDED
DUTY TIME LIMITS. BACK OF THE CLOCK FLYING.
COCKPIT VOLUME WARNINGS IS INTERFERING WITH RADIO COMMUNICATIONS
TRAFFIC CONGESTION AT LARGE AIRPORTS WHILE ON THE GROUND
PUT IN THE PROBLEMS THAT LANGUAGE DIFFICULTIES CAUSE TRAVELING OVERSEA
LAHSO & ALSO AIRPORT CONGESTION
DEICING BEFORE TAKEOFF
ATC SYSTEM ANTIQUATED
FATIGUE AND ITS EFFECT, CARGO PILOTS FLY ALL NIGHT
NEED MORE REST
LAND AND HOLD SHORT, LANDING ON AN OUTSIDE RUNWAY
AIRCRAFT SECURITY-TERRORIST THREATS; IE, AIRBORNE COCKPIT SECURITY-EG, DOOR, NEED MORE AIR
WE SHOULD ASK DO YOU ANY TROUBLE AT ANY SPECIFIC AIRPORT WITH RESPECT TO AIR TRAFFIC CONTROL SERVICE OR SERVICE PROVIDED BY AIR TRAFFIC CONTROL,
AIR TRAFFIC CONTROLLER ARE OVER WORKED, FREQUENCIES SEEM SATURATED
UNDERSTAFFING OF ATC WITH INADEQUATELY TRAINED CONTROLLERS OPERATING 2 OR MORE FREQUENCIES AT THE SAME TIME; POOR AIRCRAFT MAINTENANCE; INCREASED DUTY TIME - EXTREME LEVELS OF PILOT FATIGUE&INADEQUATE REST PERIODS; EXCESSIVE AIR TRAFFIC - TERMINAL AREA
NOT HAPPY WITH SECURITY, WE DO NOT HAVE THE SAME PROTECTION MECHANISM BECAUSE OF WHERE WE OPERATE AND HOW WE OPERATE THE FIELDS IN WHICH WE OPEATE HAVE LITTLE OR SECURITY
HAVE PILOTS QUERY ABOUT SAFETY ISSUES DURING PUSHBACK, DISPATCHING EQUIPMENTS WITH FAULTY EQUIPMENT, RECOMMENDATIONS ON REESTABLISHING CAPTAIN'S AUTHORITY IN THE AIRCRAFT, WEIGHT AND BALANCE LOADING ISSUES, HOW EFFECTIVE IS TRAINING FOR PILOTS, WEATHER

D3A
GROUND CONGESTION
UNSCREENED CARGO PACKAGES ON PLANES.
GROUND HANDLING BY RAMP CREW, HIGH TURNOVER AMONG GROUND CREW
RUNWAY INCURSSIONS HAPPENING FREQUENTLY ARE BIGGEST THREAT
PROLEMS WITH FREQUENCY CONGESTION AND WITH UNFAMILIAR AIRPORTS
R SAID THAT THE QUESTIONS WERE GOOD BUT MANY DIDNT PERTAIN TO THE R
CREW COMPATIBILITY
MORE ADVANCED COMPUTER PROGRAMS REQUIRE MORE TIME TO ACTUALLY REPROGRAM. IT IS A BIG PROBLEM WHEN TAXIING. LAST MINUTE CHANGES OF RUNWAYS INVOLVE REPROGRAMMING OF COMPUTERS. SOMETIMES, YOU CANNOT DO EVERYTHING REQUIRED.
MORE QUESTIONS RELATED TO GROUND OPERATIONS
FLOW CONTROL IN HIGH VOLUME AIRPORTS-NO WELL THOUGHT OUT PLAN WHEN 1 ATC HANDS OFF TO ANOTHER ATC WHEN WE ARE IN OUTLYING SECTORS-LIKE FROM OUTLYING AREAS TO LANDING.
DEPART AND ARRIVAL WITH THUNDERSTORM ACTIVITIES CLOSE TO AIRPORT
CREW FATIGUE LEADING TO LOSS OF SITUATIONAL AWARENESS, OVERALL SITUATIONAL AWARENESS
OVER CAPACITY AT THE MAJOR NATIONAL AIRPORTS...OVERLOADED CONTROLLERS, ETC THAT WILL LEAD TO HUMAN FACTOR ERRORS.
ASK MORE Q'S ABOUT INTERACTIONS W- ATC. I'M CONCERNED ABOUT LACK OF STD. PHRASEOLOGY & ALSO THE FACT THAT IN ABOUT 5 YRS MANY CONTROLLERS WILL BE RETIRING EN MASSE
AIRCRAFT TRAFFIC CONTROL
ADDRESS THE ISSUE OF FATIGUE IN FUTURE SURVEYS; ADDRESS THE TOPIC OF CLOSELY SPACED PARALLEL APPROACHES;
HAVE YOU HAD FEDERAL AIR MARSHALLS ON THE FLIGHTS?, CREW COORDINATION AS RELATED TO THE NEW SECURITY PROCEDURES,
CONCERNS ABOUT AIRLING MANAGEMENT & WHAT THEY ARE DOING TO PILOT GROUPS AND AIRLINES-AND ECONOMIC CONCERNS MAY CREATE SAFTY HAZARDS.
CREW REST - CIRCADIAN RHYTHM
THE RADIOS ARE OVERLOADED WE SHOULD HAVE A NOTHER SYSTEM OTHER TALKING.
CONCEPTION OF DELAYS & GROUND SEPERATION CAUSED BY SMALL PLANES
CONCERNS RE GROUNDS OPERATIONS; LOW VISIBILITY; ORIENTATION; NEGOTIATING ROUTE TO GATE, ETC;
COMMUNICATIONS BETWEEN ATC AND PILOTS
LIGHT CHANGES IN STAR ARRIVALS
TO MANY R J
PRIMARILY CONGESTION AT [AIRPORT X] ...THEY DO LANDINGS ON INTERSECTING RUNWAYS WHICH TAKES AWAY TIME FROM THE THINGS THE PILOT HAS TO DOGS THAT THE PILOT
FAA- UPDATED REST REQUIREMENTS AND DUTY REGULATIONS FOR CREWMEMBERS VERY INADEQUATE, BETTER WEATHER INFORMATION IN THE COCKPIT EN ROUTE SPECIFICALLY. PEOPLE WITH LAPTOPS HAVE BETTER ACCESS TO WEATHER INFORMATION THAN THE PILOT.
CROWDING TOO MANY AIRPLANES INTO TOO LITTLE SPACE-BASIC ECONOMICS
SECURITY ISSUES FOR AIRPORTS,SCREENERS, AIRCRAFT
DIFFICULTY IN COMMUNICATION
APPROACH CONTROL FREQUENCIES AT BUSY AIRPORTS ARE ALSO TOO CONGESTED;PEOPLE ARE ALWAYS CANCELLING EACH OTHER OUT
FATIGUE ISSUES
TRAFFIC SATURATION IN TERMINAL AREAS- NOT ENOUGH RUNWAY AND TRAFFIC AREA IN HIGH DENSITY
FREQUENCY CONGESTION

D3A
ALTIMETER CHANGES GOING THRU TRANSITIONAL--ATC COMMUNICATIONS DISTRACTING AT THAT TIME FROM RESETTING THE ALTIMETER. HAPPENS FREQUENTLY LATELY
DURING GROUND TAXIING, PILOTS ARE DISTRACTED WITH CHECKLISTS & PROCEDURES INSTEAD OF WATCHING OUTSIDE-THIS RESULTS IN FRIENDLY INCURSIONS. PILOTS ARE TOO OFTEN PERFORMING CHECKLISTS & BRIEFINGS WHEN THEY SHOULD BE TRAFFIC WATCHING-THIS IS COORDINATING
CREWMWMBER FATIGUE
YOU NEED TO ASK QUESTIONS ABOUT MODERATE TURBULANCE,ALSO A T C RESPONSE TO REQUEST OF CHANGE IN ALTITUDE AND ROUTING
WHAT HAPPENED RECENTLY WITH THE AIRPORT X SHUT-DOWN
TRAFFIC CONGESTION
DIRECT [COMPONENT X] ,CREW COORDINATION IN RESPONSE TO RUNWAY INCURSION
TRAFFIC SATURATION AT EVERY MAJOR AIRPORTS--IT CAUSES ATC AMND CREWMEMBERS TO BECOME VERY FAST AND UNCLEAR
QUESTIONS SHOULD BE ASKED ABOUT RED EYE PROBLEMS, FLYING ON BACK OF A CLOCK AND FATIGUE
TO MANY ARRIVALS IN HIGH TRAFFIC AREAS. EX LOCATION X
SEASONAL SUVEYS WOULD HAVE MADE A BIG DIFFERENCE (JAN. & FEB.)BEST TO KEEP IN TOUCH W-CUSTOMERS , SILENT MAJORITY TO SEE WHAT THEY ARE EXPERIENCING.
CREW SCHEDULING AND FATIGUE
FREQUNCY CONGESTIONAND BLOCKED COMMUNICATIONS
WHEN A PLANE IS CLEARED FOR TAKE-OFF IS THE ONLY TIME THE LANDING LIGHTS SHOULD BE ON-NOT WHILE YOU'RE WAITING FOR A CLEARANCE . THIS IS A REAL SAFETY CONCERN.
COCKPIT SECURITY
ROUTING DUE TRAFFIC FLOW THAT COMPROMISE WEATHER SEPERATION
PLACES LIKE [AIRPORT X] WITH MULTIPLE ARRIVAL CHANGES, CONTROLLERS WORKING 2 FREQUENCIES BUT THEY CAN ONLY HEAR 1.
THE CLEARANCE READ BACK REQUIRMENT OF CONRTOLLERS .. WE READ BACK A CLEARANCE COULD BE INCORRECT BUT DON'T GET A RESPONSE FROM ATC. THERE SHOULD BE A REQUIREMENT FROM ATC TO LISTEN TO OUR CORRECT OR INCORRECT CLEARANCE RESPONSES.
WITH ALL THE PAPER WORK THEY GIVE ON OUR FLIGHT PLANS. THERE ARE SO MANY THINGS THAT WE DO NOT NEED, AND THAT WE HAVE TO SORT THROUGH. THE INFORMATION NEEDS TO BE SIMPLIFIED THAT DOES NOT
PILOT FATIGUE
TOWER CONTROLLER S AND CLEARANCE AND DEPARTURE AND ARRIVAL CONTROLLERS ARE WAY OVERLOADED IN AREAS THEY ARE WORKING, SPACING OF AIRCRAFT ON ARRIVAL
PILOTS FATIGUE
THE WRITING OF NEW PROCEDURES, X ARRIVAL WRITTEN TO THE MAXIMUM LIMIT OF THE AIRPLANE, AIRPLANE CAN ONLY SLOW DOWN SO FAST ATC KNOWS THIS .COMPLIANT WITH ATC SPOILERS AREN'T FOR PROGRAMMING THEY ARE FOR A LAST RESORT
ASK ABOUT GO AROUNDS
CREW DUTY DAY
HYDRO-PLANING
SOME ATC TOWERS CLOSE AT NIGHT, LEAVING TRAFFIC SEPARATION UP TO THE AIRCRAFT INFLIGHT3
1) CREW FATIGUE- DUTY LIMITATIONS- NIGHTTIME IS STILL TOO LONG. 2) AFR-91.123 ATC CLEARANCE ISSUE- PILOT RESPONSIBILITY IF THEY DO NOT FULLY UNDERSTAND OR HEAR CONTROLLERS COORDINATIONS. THIS CAN BE TO FREQUENCY CONGESTION OR BLOCKED OUT BY ANOTHER AIR CR
SUFFICENT CREW REST, BACKSIDE OF THE CLOCK FLYING
SPECIFYING VISUAL & IMC FLIGHTS...INCIDENT OCCURED AT HIGH DENSITY AIRPORT , AIRPORT X.

D3A
INADEQUATE SECURITY SCREENING OF ITEMS IN CARRY-ON PLASTIC CONTAINERS; INADEQUATE PASSENGER IDENTIFICATION- NEED FOR BIOMETRIC SCREENING OF PASSENGER; ALSO NEED FOR MORE REAL-TIME WEATHER INFORMATION WHILE AIRBORNE
AFTER LENGTHY EXPERIENCE I HAVE EXPERIENCE MULTIPLE EVENTS JUST NOT IN THE 30DAYS
PILOTS FATIGUE
CONGESTED AIR SPACE IS A REAL BIG SAFETY PROBLEM, ALSO CONTROLLERS PUSHING PILOTS TO THE LIMIT TO LAND. NOISE ABATEMENT PROCEDURES [AIRPORT X] VERY UNSAFE AIRPORT
ATC,OLD EQUIPMENT, INCREASED AIR TRAFFIC, NEWER PILOTS ARE BEING TAUGHT VIA AUTOMATION NOT BY AVIATION OR MANUAL OPS.
ATC USING 3 OR 4 FREQ'S AT ONCE
OVERSEAS LANGUAGE AND TERMINOLOGY UNIFORMITY
PILOTS FATIGUE
THERE ARE CERTAIN AIRPORTS THAT MAKE CLEARANCE CHANGES MORE FREQUENTLY; I.E AIRPORT X
1000-FT SEPARATION DUE IN 2005
WORKLOAD, ATC CHANGES THAT INCREASE COCKPIT WORKLOAN IN THE TERMINAL AREA,
A LOT OF CONGESTED AIR WAYS.
SLAM DUNKS AT AIRPORT X-CONGESTION ESPECIALLY AT NIGHT---WORKLOAD OF ATC
ATC HANDLING MULTIPLE FREQUENCIES SIMULTANEOUSLY
ABILITY TO CLEARLY UNDERSTAND AT CONTROLLERS DUE TO LOW AUDIO VOLUME FROM CONTROLLERS
IF AIRCRAFT CAPTAINS USE THEIR AUTHORITY IN A PROPER MANNER IT WILL BE LESS PROBLEMS FOR THE AIR CRAFTS AND ATC
FREQUENCY CONGESTION IS BECOMING A BIGGER PROBLEM- POOR RESPONSE TIME FROM ATC- CLEARANCES DIFFICULT TO COMPLY WITH
RUNWAY INCURSION PROBLEMS;
EXTENSIVE AMOUNT OF TIME BETWEEN MIDNIGHT AND 6AM THAT PILOTS HAVE TO FLY
NEEDS TO BE CONFIRMATION OF GPS FMC APPROACHED ACCURACY CHECKS
PILOTS FATIGUE
GROUND AND RADIO CONGESTION
NOISE ABATEMENT PROCEDURES
FLOW CONTROL CREATED BY SEVERE WEATHER PUTS YOU INTO WORST WEATHER ROUTE
NUMBER OF MDEPARTURES AND LANDING ARE TO EXCESSIVE
FATIGUE ISSUES
ATTITUDE PROBLEMS AT SOME AIRPORTS
CONTROLLERS TEND TO OVERREACT IN THE FACT THAT YOU DON'T ANSWER THEM AFTER ONE CALL. CALLED THEM 6 TIMES. IT GETS SERIOUS WHEN CONTROLLER IS ON TOO MANY FREQUENCIES.
R FLIER INTERNATIONALLY. COMMUNICATION WITH ATC IS DIFFUCULT
FATIGUE
HAVE SEEN WAKE TURBULENCE ENCOUNTERS WHILE LANDING
TWO WAY RADIO COMMUNICATION IS POOR. CONTROLLER ACCENTS CAN BE CONFUSING AS AN EXAMPLE. ALSO NOW THEY ARE WORKING IN A REDUCED # OF FLIGHTS BECAUSE OF X.
PILIOTS DONT SPEAK ENGLISH
THE MAJOR EMPHASIS NEED TO BE ON GROUND MOVEMENT OF AIRCRAFT.
ATC COMMUNICATION CONGESTION AT CRITICAL TIMES, UNNECESSARY COMMUNICATIONS DURING CRITICAL TIMES, NON-PRECISION APPROACHES, FATIGUES ISSUES
GETTING THRU SECURITY IS TAKING THE FUN OUT OF FLYING
DUTY LIMITATIONS WITH PILOTS FLYING LONG HOURS DURING NIGHT

D3A
YOU SHSOULD ASK ABOUT CONTROLLERS WORKING MULTIPLE FREQUENCIES AND AFFECTING
ONE OF THE THINGS IS CREW FLYING TIME ESP. INTERNATIONAL; THERE IS NO RESTRICTION..WE COCULD WE FLY FOREVER-WAITING FOR AN ACCIDENT TO HAPPEN ING FOR
PILOT FATIGUE
AIRPORT SECURITY: CURRENT GOV ENFORCED AIRPORT SECURITY SCREENING PROCEDURES ARE COMPLETELY IN EFFECTIVE AND INAPPROPRIATE.
IN AND AROUND AIRPORTS IN [LOCATION X], CONTROLLERS SPEAK TO CENTRAL AMERICANS IN SPANISH, OTHER CARRIERS DON'T KNOW WHAT CLEARANCES THEY ARE RECEIVING, LED TO GO-AROUND IN [LOCATION X], MOST OTHER COUNTRIES GIVE INSTRUCTIONS IN ENGLISH
LAND & HOLD OPERATIONS
COCKPIT RESOURCE MANAGEMENT AND QUESTIONS ABOUT SAFETY
CARGO SCREEN SECURITY, IS A MAJOR SAFETY ISSUE. CREW MEMBERS NOT BEING SCREEN AND GETTING TO THE AIRPLANE.
TCAS RELATED PROBLEMS:TRAFFIC CONFLICTS THAT ARE PRESENTED ON TCAS BUT NOT CALLED OUT BY ATC
WORK RULES WILL CHANGE ADDITIONAL DISTRACTIONS
MORE EMPHASIS ON APPROACH CLEARENCES AND ARRIVALS
CONTROLLERS WORKING MORE THAN 1 FREQ AT A TIME; 1000-FOOT SEPARATION INSTEAD OF 200-FT SEP
PROBLEM WITH CONGESTION, NEED LEVEL OF SAFETY
AIRPORT CONGESTION
FREQUENCY CONGESTION IN THE TERMINAL AREA
ATC WHO IS BZ GETTING ONJOBTRAINUING GET THE FIRST TEAM @ BZ AIRPORTS
HAVE YOU EVER EXPERIENCED ANY DIFFICULTY IN COMMUNICATION WITH AN OPERATING AIR TRAFFIC CONTROL TOWER OR OTHER AIRCRAFT WHEN THE AIR TRAFFIC CONTROL TOWER WAS USING MORE THAN ONE
AIRLINES ARE ABUSING MINIMUM EQUIPMENT LIST BY POSTPONING MAINTENANCE
FAA REST REQUIRE FOR PILOTS - WORK TOO MANY HOURS. THE AIRLINES ARE HIRING LOW QUALITY PEOPLE.
FREQUENCY BLOCKS SHOULD BE IMPLEMENTED
USE OF ONE CONTROLLER ON MULTIPLE FREQUENCIES, DIFFICULT FOR ATC TO KEEP TRACK OF WHO IS TALKING TO HIM, PROBABILITY SIGNIFICANTLY INCREASED THAT SIGNIFICANT ATC INSTRUCTIONS NOT RECEIVED, HOURS OF OPERATION OF ATC CONTROL TOWER AT AIRPORT X INSUFFICI
REVISIT CLEAR TO LAND AIRPLANES ON THE SAME RUNWAY
CREW COMMUNICATIONS, AND CRM, INTERPRETATION OF ATC INSTRUCTIONS, ETC
FREQUENCY AND TRAFFIC CONGESTION AND ANTIQUATED FAA SYSTEMS AND REGULATIONS.
ATC CONGESTION ON RADIO-TOOMANY AIRCRAFT
COMMUNICATIONS ISSUES BETWEEN ATC AND PILOTS, ATC COMPLACENCY, LOUD COCKPITS
PASSENGERS GET UPSET IF THERE IS NO EXPLANATION FROM ATC FOR DELAYS IN TAKEOFFS AND-OR LANDINGS
FIND OUT OFTEN ATC IS REQUIRING AIRCRQAFT TO DO MANUREVING OUT OF THE APPROACH PROFILE
CREW FATIGUE--FLIGHT AND DUTY TIME LIMITATION
THERE ARE A NUMBER OF PLACES IN THE NATIONAL AIRPORT SYSTEM THAT HAS MORE THAN THEIR SHARE OF PROBLEMS WITH RUNWAY INCURSIONS. 60DAY PERIOD IS NOT ENOUGH TIME IT SHOULD BE DONE FOR THE WHOLE YEAR. QUESTIONS SHOULD BE ASKED ABOUT THE MAINTENANCE PROBLEMS.
WAKE TURBULENCE IS A PROBLEM AT AIRPORT X DUE TO ATC LANDING PATTERNS & PROCEDURES IN PLACE, ESPECIALLYTURBULENCE OFF BIG AIRPLANES
QUALITY OF ATC CONTROLLERS
PRACTICE OF ATC WORKING MULTIPLE FREQUENCIES
PILOT FATIGUE
CREW REST

D3A
TRAFFIC CONGESTION IN MAJOR HUBS AND PROBLEMS WITH ATC, LOSS OF SEPARATION,
QUESTIONS ABOUT BEING SLAM DUNKED APPROACH
AIR SPACE SATURATION IS A BIG PROBLEM; ATC SYSTEM IS OVERLOADED
BECAUSE OF INCREASED CONGESTION: AIRBORNE AIRCRAFT PROXIMITY PROBLEMS & GROUND CONFLICTS
CREW FATIGUE FOR DOMESTIC AND INTERNATIONAL , FLYING OVER 30 HOURS, 30 AND 7 RULES
[AIRPORT X] HAS TOO LITTLE ASPHALT TO PARK PLANES-LEADS TO AMBIGUOUS CLEARANCES
CREW DATA TIMES ESPECIALLY FOR SUPPLEMENTAL CARRIERS
ATC-READ-BACK,CALL-BACK CHANGES. ALSO, ASK ABOUT EQUIPMENT JAMS AS WELL AS UNCOMMANDED MOVEMENTS
PILOT FATIGUE AND A TREND TOWARD TOO MUCH VERBALIZATION OF CHECK LISTS IN THE COCKPIT DURING CRITICAL TIMES DURING FLIGHT--IT WOULD BE BETTER NOT TO HAVE SO MANY MANDATORY CALL-OUTS. I
LACK OF STANDARD LANGUAGE AT FOREIGN AIRPORTS- [AIRPORT X] ETC MAKES ME APPRECIATE AMERICAN ATC. WOULD LIKE TO SEE LOCATION X
PROBLEMS WITH APPROACH SEPARATION WITHIN 20MILES OF LANDING AIRPORT
WEATHER RELATED AIRCRAFT ROUTING FROM MULTIPLE AIRPORTS AND MAJOR CITIES.
WE DID NOT ADDRESS FATIGUE AND DUTY TIME AND WEATHER CONDITIONS
CONTAMINATED RUNWAY OPERATIONS
QUESTIONS ABOUT CREW STRESS LEVELS
OVERCROWDING, FREQUENCY CONGESTATION, COORDINATION OF PLAN BETWEEN CENTERS AND APPROACH CONTROL,, CREW FATIGUE
ATC TOWER ENVIRONMENT IS CLEARING WHEN PLANES ARE ABOVE ALTITUDES- MINIMUM SEPARATION FOR LANDING- ASKING FOR VERY HIGH SPEEDS-
INTERNATIONAL FLYING--DURATION-DUTY PERIOD AND CREW REST IS A BIG PROBLEM AND ALONG WITH THAT AIRCRAFT FAMILIARIZATION IN THE DEPARTURE AND ARRIVAL REGIME-SO MUCH TIME EN ROUTE AND SO LITTLE TIME SPENT ON TAKE-OFFS AND LANDINGS.
R SAID THERE IS A LOT OF DANGER WHEN THEATC ARE USING SEVERAL FREQUENCIES.
LAHSO PROCEDURES
INACCURATE AND INSUFFICIENT ATC INFORMATION ON TURBULENCE. ALSO TOO MANY SIMILAR CALL SIGNS AND ATC FREQUENTLY DOESN'T WARN AIRCREW OF THESE AS THEY SHOULD.
CREW DUTY DAYS AND SLEEP DEPRIVATION
SEPARATION LIMITS FOR TAKEOFF FOR ATC,
LANGUAGE BARRIERS ESP IN FOREIGN COUNTRIES. ALSO SLEEP DEPRIVATION
THICK CARGO NETTING SHOULD BE USED INSTEAD OF REMOVING CURTAIN FOR AIR MARSHALL TO SEE WHENTHE LEAVE THE COCKPIT
COORDINATION OF FLOW CONTROL INBOUND TO DENSE TRAFFIC AREA
ASK WHETHER THE AIRCRAFT PILOTS ARE FLYING ARE TCAS-EQUIPPED OR NOT;MAYBE INCLUDE QUESTIONS ABOPUT SECURITY VIOLATIONS OR BREACHES WITH GROUND PERSONNEL
POWER BACKS ARE UNSAFE PARTICU;LARLY AT [AIRPORT X], TAXIWAY MARKINGS SHOULD BE MADE
ATC IS OVERCROWDED AND WORKING WITH OVERCROWDED FREQUENCIES
STANDARDIZATION BY THE U.S.A THRU I.C.A.O PERCEDURES PERTICURLY AS REGARDS TERMINOLOGY AND ALTIMIDER USAGE
CONTROLLERS KEEP YOU TOO HIGH AND TOO LONG HAVE TO PUT THE GEAR DOWN TO MAKE APPROARCH IN VFR CONDITIONS. MARKING OF TAXI WAYS IN DIFFERNENT AIRPORTS ARE NOT REALLY CLEAR-PUT MARKINGS ON RUNWAYS VS. LOOKING ON THE SIDE
IN ROUTE WAIT TURBULANCE
TO MANY JETS

D3A
HAVING A HARD TIME WITH COMFORTABLE CALL SIGNS, FAST TALKING CONTROLLERS OUT THERE.
GETTING A CLEARANCE FROM A CONTROLLER WHICH IS NOT A LEGAL CLEARANCE, PILOTS GETTING CLEARANCES FROM WRONG CLEARANCES, TAKING AWAY HEAVY CALL SIGN
AIR FREQUENCIES BEING TOO CONGESTED FOR CENTER CONTROLLERS TO APPROACH CONTROLLERS
IT WOULD BE MORE IMPORTANT TO INCLUDE MORE T-CAS QUESTIONS IN LINE OF HOW MANY TRAFFIC ADVISORS BECAUSE CARGO AIRCRAFTS ARE EXEMPT FROM A SINGLE LEVEL OF SAFETY
R SAID TAXING OUT OF [AIRPORT X] CAN BE VERY DANGEROUS
CONGESTION IN AIRPORT X IS DIFFICULT TO COMMUNICATE WITH TOWER. DESPITE PROBLEMS THEY DO AN OUTSTANDING JOB. TOO MANY RUNWAY CHANGES IN AND OUT OF AIRPORT X. RUNWAY CHANGES INSIDE 10 MILES OF AIRPORT IS A REAL LIABILITY. COMMON TO GET UP TO THREE OR MORE
TOO SLOW A PACE WITH UPDATING AND MODERNIZATION OF THE A.T.C. CREATING TOO MUCH WORK, CONFUSION AT TIMES, FOR AIRCREW
FREQUENCY CONGESTION IN BAD WEATHER IN TERMINAL AREAS IS HAZARDOUS
NON PROCESION APPROACHES HOW MANY FLO0WN THAT RESULTING IN A SIGNIFICANT SAFETY CONCERN
[AIRPORT X] GROUND TRAFFIC, DON'T ASK FOR READ BACK OF INSTRUCTIONS
MORE AIR TRAFFIC CONTROL ISSUES-TOWER AND APPROACH FACILITIES
INTERNATIONAL QUESTIONS, INTERNATIONAL SPEAKING IN THEIR FOREIGN TONGUES AND YOU LOOSE A LOT OF SITUATION AWARENESS. CAUSE STEPPED ON TRAFFIC AND AWARENESS LOSS
MAJOR AIRPORTS AFTER 7 PM LOCAL WITH ONE CONTROLLER WORKING MULTIPLE FREQUENCIES
HAVE YOU EVER LANDED AND NOT BEEN TOLD TO HOLD SHORT
THE ATC ATMOSPHERE IS GOOD , HOWEVER THE AIRCREW MEMBERS ARE OVER SCRUTINIZED
OVERCROWDING AT THE MAJOR HUBS, CAUSE OVERCONTROLLING.
CREW MEMBER COMMUNICATION
AT CERTAIN AIRPORTS PILOTS ARE READY FOR A CHANGE IN RUNWAYS AIRPORT X IN PARTICULAR, SENIOR CREWS CAN HANDLE THIS BUT ROOKIE CREWS COMPROMISE SAFETY
NOT ENOUGH WEATHER INFO DURING APPROACH
ATC AND GROUND CONTROL FREQUENCIES HAVE PROBLEMS COMUNICATING
CIVILIAN PILOTS AND GENERAL AVIATORS CAUSE FREQUENCY CONGESTION BY TALKING EXTENSIVELY TO ATC WHEN HE IS TRYING TO REACH THEM FOR A 15 SECOND TRANSMISSION.
R SAID THE PHASEOLIGLE WITH ATC SHOULD BE IMPROVED ESP. WITH INTERNATIONAL FLIGHTS
VOLUME AT AIRPORTS
SPACING DURING HAZARDOUS WEATHER(THUNDERSTORMS)
FREQUENCY CONGESTION ESPECIALLY IN AND AROUND SEVERE WEATHER OR ON THE GROUND AT AIRPORTS
SURVEY SHOULD BE LONGER THAN 60 DAYS
NEED TO ADD QUESTIONS ABOUT WEATHER AND ATC FLYING THROUGH HEAVY WEATHER CONDITIONS, CONDITIONS BETWEEN COMMUNICATIONS AMONG CONTROLLERS, CAPTAIN'S AUTHORITY ISSUES
ASK THE ?,HAVE YOU BEEN ASSIGNED AN AIRSPEED BY A T C WITHIN 10 MILES TOUCHDOWN THAT WOULD COMPROMISE A STABLE APPROACH.
CREW FATIGUE IS THE BIGGEST SAFETY ISSUE TODAY
LAND AND HOLD SHORT OPERATIONS NEED TO BE ADEQUATLEY ADDRESSED
ACTIVE RESTRICTED IN-OR MOA DURING THUNDERSTORM ACTIVITY AVOIDANCE
SATURATION OF A.T.C AIRSPACE ESPECIALLY ON MAJOR AIRPORTS
MAINTENANCE SUPERVISION BY FAA
IN FLIGHT SECURITY PROCEDURES

D3A
ABOVE 30K FEET, TOO MANY FREQUENCY CHANGES; IN LOCATION X, NOT ENOUGH CONTROLLERS ALL CONTROLLING THE SAME ALTITUDE SECTORS; LOCATION X, SEV ATC GIVE TOO MANY DIRECTIONS BUT NO PILOT INPUT ; NO TIME TO WAIT FOR REPLIES FROM THE CREW.
AIRPORT X, LOCATION X. APPROACHES AND SPEED PROBLEMS
LONG DUTY NIGHTS; TOO MANY HOURS AT ONE STRETCH
TERRORISM ISSUE QUESTIONS, SAFETY ISSUES LIKE TERRORIST ACTS, BAGGAGE CHECK AND DETECTIONS LEVELS SHOULD BE INCREASED
FATIGUE ISSUES, AND UNCONTROLLED AIRPORT OPERATIONS RELATED TO FAA
CONTROLLERS WORKING MORE THAN ONE FREQUENCY CAUSES CONFUSION
IN MODERATE ICING A T C REQUESTED TO LOWER AIRSPEED ,R DECLINED REQUEST DUE TO OPERATIONALREQIREMENTSOF AIRCRAFT @A T C WAS NOT RECEPTIVE TO THE DECLINE ,SO WE LANDED WITHOUT INCIDENT
AIRCRAFT TYPE X DOESN'T SLOW OR COME DOWN AS FAST AS AIRCRAFT TYPE X, E.G. ATC NEEDS TO BE MORE AWARE OF THIS
TRAFFIC SATURATION QUESTIONS
DUTY TIME AND FATIGUE RELATED QUESTIONS
CREW FATIGUE
CONTROLLERS MINIMIZE SEPARATION ON APPROACH
AT MAJOR HUBS GETTING FROM GATE TO RUNWAY IS NIGHTMARE
FATIGUE ISSUES, ARE PILOTS GETTING TIMELY WEATHER UPDATES, NOTE EMS AND REVISIONS ON PAGES
CONTROLLERS ISSUING TOO MANY INSTRUCTIONS
FREQUENCY CONGESTION
ARM THE PILOTS!
THE IMPLEMENTATION OF NTSB RECOMMENDATIONS BY THE FAA.
SECURIRTY
VERY BIG SAFETY PROBLEM WITH NON-STANDARDIZATION OF COCKPIT EQUIPMENT CONFIGURATION
PICKING UP OF CLEARANCES
CREW FATIGUE; WRONG KIND OF SECURITY MEASURES NOW IN PLACE
ETOPS, EXTENDED TWIN ENGINE OPERATION, 2-ENGINE AIRCRAFT CAN FLY WITHIN 207 MILES OF DESTINATION, INTERNATIONAL FUEL REQUIREMENTS CUT TOO THIN, PILOT FATIGUE
RESPONDENT SAID TO WORK ON PROBLEMS WITH ASSIGNED SPEEDS
SIGNAGE ON AIRPORT PROPERTIES, NEED FOR SIGNES TO DIRECT PILOT TO CORRECT RUNWAY, NEED TO ASK DO THE AIRPORTS THAT YOU FLY INTO OR OUT OF HAVE PROPER SIGNING FOR APPROACH OR DIRECTIONS TO CORRECT RUNWAYS, LACKOF THIS INCREASES CHANGES OF GETTING ON WRON
PASSENGER AND AIRPORT SECURITY
NIGHT TIME VISUAL SEPARATION NICE TO HAVE IN-COCKPIT DISPLAYS
FATIGUE FACTORS, IN-FLIGHT MECHANICAL PROBLEMS (EMERGENCY PROCESS IN COCKPIT)
ATC SERVICES PROVIDED IN TERMINAL AREAS INADEQUATE ATC UNABLE TO PROVIDE INFO DURING THUNDERSTORMS
ATC UNDERMANNED & OVERWORKED, ESP IN TERMINAL AREA
APPARENT IN LOCATION X: ONE ATC WILL ASK FOR MAINTENANCE OF SPEED AND HANDED OFF TO ANOTHER ATC WHO WILL BE UNAWARE OF THE PRIOR INSTRUCTION; NEXT ATC EXPECTS YOU TO SLOW AND TO CONFIGURE, BUT YOU ARE COMPLYING WITH LAST ATC AND UNABLE TO SLOW FOR APPROA
PLACES LIKE PLACES LIKE [AIRPORT X] ATC BRINGS PLANES IN TOO HIGH & TOO FAST. AN ACCIDENT IS BOUND TO OCCUR.

D3A
LACK OF COMMUNICATION BETWEEN ATC AND PILOTS CAUSES TURF WARS ,SPECIFICALLY BETWEEN [LOCATION X] APPROACH AND [LOCATION X] CENTER
A.T.C. CONTROLLERS THAT HANDLE TOO MANY FREQUENCIES AT ONE TIME, MISS MULTIPLE RADIO CALLS
FLIGHT TIME DUTY RIG AND FATIGUE
RNAB APPROACHES AND DEPARTURES OUT OF [AIRPORT X]
COMPLIANCE IN TAXIING INSTRUCTIONS
AIRCRAFT SECURITY
FREQUENCY CONGESTION, LOCKED TRANSMISSION, AIRSPACE CONGESTION IS AT AN UNACCEPTABLE LEVEL ,EX: [AIRPORT X], [AIRPORT X], [LOCATION X], [LOCATION X]
SECURITY PROGRAMS ON THE PLANE
BETTER STANDARD FOR VISUAL APPROACH ,WHICH SOMETIMES RESULT IN UNSTABILIZED APPROACH
AIRCRAFT SEPARATION
QUESTIONS RE A SINGLE ATC PERSON HANDLING BOTH GROUND, AIR AND CLEARANCE AT THE SAME TIME; COULD BE DANGEROUS
RUNWAY INCURSIONS,POOR SIGNAGE AT US AIRPORTS
R THINKS THE FAA IS WAY BEHIND THE POWER CURVE-ALOT OF AIRCRAFTS ARE CONGESTED IN AIRPORTS EVEN IN CLEAR AIR- GET NEW EQUIPMENT IN A.T.C
RADAAR INVOLVEMENT --STILL FLY ALOT OF RADAR ENVIRONMENT--WE SHOULD NOT BE ALLOWED TO FLY WHERE THEY DON'T HAVE RADAR.. NON PRECISION APPROACHES SHOULD BE AVAILABLE AT ALL AIRPORTS
ATC CONGESTION ON RADIO, TOO MANY ON A FRQUENCY
COULD IMPROVE ON GETTING THE INFORMATION TO PILOTS IN A TIMELY METHOD
TRAFFIC CONFLICTS DUE TO MINIMUN SAFE ALTITUDE SEPARATION
THE BIGGEST PROBLEM IS CREW COMPLACENCY WITH THE AUTOMATED NEW SYSTEMS
TERMINAL CONGESTION
WHAT ARE THE FIVE AIRPLANE TYPES YOU FLY MOST FREQUENTLY IN THE LAST 90 DAYS
WITH ALL THE FIRES THERE IS A VISIBILTY ISSUE WITH ALL THE SMOKE, AIRPORT SECUIRTY
[AIRPORT X] - SURPRISED THERE ARE NOT MORE CONFLICTS. NEED UPDATED WEATHER INFO IN COCKPIT.. SO MANY DELAYS GIVEN THE SPACING NEEDED BUT I DK WHAT SOLUTION IS. IS EXAGERATED ON WEST COAST
TRAFFIC CONGESTION AND ASSOCIATED DELAYS
STUDIES IN GENERAL COULD HAVE MORE EMPHASIS ON HUMAN FACTORS.
ATC CONTINUOUSLY GIVE DIRECTIONAL CONTROLLING INFO WITHOUT HESITATING BET. TRANSMITIONS. ALSO, IN LOCATION X, THE ENGLISH IS HORRIBLE
MORE Q'S ON WAKE TURBULENCE AAADD OR OTHE R WEATHER PHENOMENON--LIGHTING I GOT HIT BY
LAND AND HOLD SHORT CLEARANCES.
DOMESTIC ATC CHANGE RUNWAY ASSIGNMENTS TOO FREQUENTLY;
AUTOMATIC ATIS SYSTEM -NOT ALWAYS UP TO DATE & ACCURATE. LAST TIME WE ASKED FOR UPDATED INFO IT TOOK 20 MINS.ALSO, THE COMPUTER GENERATED VOICES ARE NOT ALWAYS INTELLIGIBLE
AT TIMES ATC PUTS PILOTS IN UNSTABILIZED APPROACHES UPON RUNWAYS
VISUAL APPROACHES WITHER DAY OR NIGHT, NO COMMERCIAL TRAFFIC SHOULDOPERATE OUT OF CLOSED CONTROL TOWER
NO QUESTIONS ON PILOT FATIGUE
FREQUENCY CONJESTION AND DIRECT ROUTING
WINDSHIELD REPLIENT, THEY FELT THAT IT WAS BAD FOR THE ENVIRONMENT. MANY TIMES, ESPECIALLY AT NIGHT ON SHORT RUNWAYS ITS HARD FOR THE WIPERS TO GET THE RAIN OFF. MAY CAUSE A SERIOUS
ON WEATHER DIVERSION INFORMED THAT DID NOT HAVE PERMISSION TO LAND THAT WAS IN [LOCATION X]

D3A
THE ONE ABOUT HAVING UP TO DATE NATIONAL WEATHER SERVICE UPLINK ON ALL AIRCRAFT AND THE WAY AIR CREW ARE SCREENED;WE SHOULD HAVE SOME TYPE OF SPECIFIC ID TO GET US THROUGH SECURITY WHEN RAMPERS HAVE TOTAL ACCESS.
GROUND EQUIPMENT WITHIN CLOSE PROXIMITY IN TAXIING AIRCRAFT, ATC MANAGEMENT OF MULTIPLE FREQUENCIES AND ROUTINE NOT REQUESTED CLEARANCES FOR VISUAL APPROACHES WITH ASSIGNMENT TO FOLLOW AIRCRAFT
GROUND SECURITY AT AIRPORTS
AIR TRAFFIC CONTROL: DEPARTURE POINTS THAT ARE CONGESTED WHEN HELD ON GROUND TOO LONG FOR SEPARATION PROCEDURES. TOO MANY TAXI INSTRUCTIONS GIVEN WHILE ON RUNWAYS. TOO MANY EXPECTATIONS OF PILOTS.
AIRPORT CONGESTION & AIR SPACE CONGESTION
CREW REST
IN REGARDS TO FLYING ON THE BACK SIDE OF THE CLOCK AFTER MIDNIGHT , YOUR BODY IS NOT VERY ALERT SO EVEN AFTER ADEQUATE RREST IT IS NOT A SAFE OPERATION . THE SOLUTION IS THAT PEOPLE ARE NOT MADE TO WORK THE GRAVEYARD SHIFT , HUMAN BEINGS SHOULD NOT BE O
SECUIRTY ISSUES ON THE GROUND - AROUND THE AIRCRAFT
THERE ARE PROBLEMS OVER LOCATION X WITH THE ATC WHERE YOU CAN'T UNDRSTAND WHAT THEY'RE SAYING
TURBULENCE LESS THAN SEVERE NOT REPORTED BY PRINT; NEED MORE ACCURATE REPORTING OF LIGHT TO MODERATE TURBULANCE
WORRIED ABOUT UNSCREENED BAGGAGE THAT IS STORED IN THE CARGO HOLD
PILOT KNOWING WHEN TO INCREASE OR DECREASE AUTOMATION FOR THE SITUATION THEY ARE IN. RECALLING WHEN WEATHER HITS AN AIRPORT HARD FOR PILOT TO REFUSE TO FLY IN BAD WEATHER.
PILOTS ARE BEING FORCED TO FOLLOW SLOW TRAFFIC AT CRUISE ALTITUDE ,CAUSING US TO USE MORE FUEL
DOMESTIC AIRPORTS HAVE BIGGER PROBLEMS, DEPENDING ON WHERE YOU ARE, GIVES MORE CONFIDENCE IN
STANDARDIZE TOWER SYSTEM FOR ALL TAKEOFFS.2.TERMINAL CONTROK EITH MORE WAKE TURBULANCE AVOIDANCE.3. INCRESS POWER OF AWOS OR ATIS WEATHER BRIEFINGS
WHEN THERE ARE 2 MEMBER CREW EQUIPMENT PROBLEMS ARE HARD ADJUSTMENT, WHEN TIME IS LIMITED (SYSTEM PROBLEM, BAD WEATHER,TIRED CREW MEMBERS, TERRAIN MOUNTAINS)
ASK ABOUT THE EXPERIENCE LEVEL OF AIR TRAFFIC CONTROL AND GLASS COCKPIT IN INTERNATIONAL FLIGHT. ALSO LANG. BARRIERS IN FOREIGN COUNTRIES WITH AIR TRAFFIC CONTROL. IT'S DIFFICULT FOR YOUNGER PILOTS TO REVERT TO OLD SYSTEMS WHEN AUTOMATION FAILS.
PILOT FATIGUE, FLYING ON THE BACKSIDE OF THE CLOCK, ESPECIALLY AT NIGHT
FLYING INTERNATIONALLY IT IS VERY COMMON FOR CONTROLLERS TO SPEAK IN THEIR NATIVE TONGUES. EX: LOCATION X
GENERAL COMMUNICATION IN LOCATION X.
MORE QUESTIONS ABOUT CONFUSION S WITH ATC
PASSERAGE SCREENING
STANDARDIZATION OF AIRPORT OPERATIONS BETWEEN CLEARANCE, GROUND AND TOWER NATIONWIDE AND INTERNATIONALLY.
PILOT SCREENING-IF BUZZER IS SET OFF, MOST X'S, SECURITY IS OVERLY AGGRESSIVE W- PILOT SCREENING. THIS COULD INADVERTANTLY AFFECT PILOT CONCENTRATION, "RATTLE HIS CHAINS" SO TO SPEAK, CO. REPS ALREADY DOUBLE CHECK PILOT ID'S
IN REFERENCE TO LOOSING CONTACT WIT ATC- SEE HOW MANY TIMES THIS HAS HAPPENED THIS SHOULD BE ADDRESSED
R SAID THERE ARE A LOT OF CREW RELATED PROBLEMS EX. BANKRUPRIES, STRESS

D3A
NEED CONTINUAL VILIGANCE RE FREQUENCY CONGESTION, ESP NE CORRIDOR. ALSO, IT SEEMS THAT AFT. 7 PM THE FAA PILES UP TOO MANY FREQ. ON TOO FEW CONTROLLERS. ATC COMPLAINS TO US RE BLOCKED FREQ.
TOO WORRIED ABOUT NOISE -KEEP US TOO HIGH AND EXPECT US TO DESCEND AND GET BACK TO A NORMAL DESENT-CONTROLLERS SEEM TO BE MORE CONCERNED ABOUT NOISE- LOCATION X + LOCATION X
SIMILAR CALL SIGN EX AIR CARRIER X 275- AIR CARRIER X 275 COULD ATC SYSTEM THE SAME WAY-
FASTER SPEEDS ON APPROACH - ON HIS AIRPLANE THEY ARE USUALLY ASKING HIM TO GO SLOWER INSTEAD OF FASTER.
CHINESE LANGUAGE BARRIERS AND [LOCATION X] LACK OF NAVIGATIONAL AIDS, SUITABILITY OF DIVERT AIRPORTS OVERSEAS, LACK OF ADEQUATE SUPPORT IN [LOCATION X] , QUESTIONS ABOUT INTERNATIONAL
FRUSTRATION WITH REROUTES THAT ARE SEEMINGLY TOO LONG AND UNREASONABLE WHEN WEATHER CHANGES; MAYBE SHORT-HANDED ATC CAUSES THIS
FATIGUE AND SCHEDULING ISSUES-NEED ADEQUATE REST PRIOR TO FLIGHTS.
STANDARD INSTRUMENT ARRIVALS AND DEPARTURES - TOO COMPLICATED AND TO VAGUE - WHAT SUPPOSED TO DO ON TRANSITIONAL IS NOT CLEARLY DEFINED. ESPECIALLY COMING OUT OF AIRPORT X.
COMMUNICATION FREQUENCY OVERLAP- HEAR OTHER COMMUNICATIONS WHICH CAN BE DISTRACTING AND ONE COULD MISS SPECIFIC INSTRUCTIONS; REQUESTS FOR WEATHER DEVIATIONS SO MANY THAT FREQUENCY OFTEN CONGESTED CREATING SOME DIFFICULTIES
EXCESSIVE TRAFFIC - ALOT OF THESE DELAYS ARE BECAUSE OF EXCESSIVE TRAFFIC. MORE QUESTIONS ON TRAFFIC WHAT IT IS LIKE ON APPROACH, TAKE-OFF, ETC.
FREQUENCY CONGESTION IN THE TERMINAL AREA IS A PROBLEM
RISE IN EAST COAST- HAVE DIFFERENT ROUTINGS THAT COMPANY USES ([AIRPORT X] EXAMPLE) SOMETINES GET STANDAARD ROUTINGS AND SOMTIMES GET SPECIAL
R FLIES 90% OUTSIDE OF THE UNITED STATES THIS SURVEY MAY NOT BE A RELEVENT TO HIM AS IT WOULD BE TO A DOMESTIC PILOT.
ATC DOES NOT RESPOND TO REQUEST TO AVOID STORMS SOMETIMES
THERE IS ONLY ONE FREQUENCY BEING USED AT AIRPORT X AT NIGHT - IT IS A BIG SAFETY PROBLEM AT SUCH A MAJOR AIRPORT
SCREENING OF AIRLINE EMPLOYEES THROUGH DIFFERENT AIRPORTS. BECOMING IRRITANT TO CREWMEMBERS. R IS GETTING TIRED OF TAKING HIS SHOES OFF. NEED TO DO SOMETHING FOR TRAVELING PUBLIC.
MID-AIR COLLISIONS MIGHT OCCUR DUE TO HEAVY TRAFFIC AT AIRPORTS, ESPECIALLY NEWS HELICOPTERS CONGESTION.
THERE HAS BEEN OVER THE YEARS A LACK OF SITUATIONAL AWARENESS FROM ATC;WHAT THEY ASK PEOPLE TO DO CLEARLY INDICATES THEY DON'T HAVE A CLUE THAT SOME REQUESTS ARE VIRTUALLY IMPOSSIBLE TO COMPLY WITH;CONTROLLERS NEED TO EXPERIENCE WHAT OTHERS DO
ON WEEKENDS THE CONTROLLER IS RUNNING SEVERAL FREQUENCIES AT ONE TIME AND THAT'S A PROBLEM-YOU CAN'T COMMUICATE; IN [AIRPORT X] THE TOWER IS OPERATING ON DIFFERENT FREQUENCIES AND SITUSATIONAL AWARENESS STARTS TO DEGRADE
CONTROLLER ERRORS ARE NOT AWARE OF WHAT OTHER CONTROLLERS ARE SPEAKING ABOUT CONTROLLER COMMUNICIATIONS
FREQUENCY CROSSOVER
RUNWAY INCURSIONS IS A BIG CONCERN..I FEEL THAT AIRPORTS CAN SPEND MORE MONEY ON PROPER SIGNAGE AND LIGHTING AND TAXIWAY DESIGN WOULD GO A LONG WAY IN HELPING TO PREVENT RUNWAY INCURSIONS
AIR RELIANCE ON CORPORATE SAFETY BECAUSE OF BUDGETS
FUTURE
CLEARANCE CHANGES NEED TO BE MORE THAN 10 MILES OUT
OLD AIRPLANE EQUIPMENT TRYING TO KEEP UP WITH NEW TECHNOLOGY

D3A
AS AN AVIATION INDUSTRY WE HAVE TO BE MORE COGNIZANT OF THE AVSM-AS WE CROSS EACH OTHER WE'RE GETTING CLOSER AND CLOSER AS THE AIR SPACE IS GETTING MORE CROWDED; TAXING ARUND THE TERMINAL AND GROUND VEHICLES
WANT NASA DO ANOTHER FATIGUE +CREW REST STUDY AND NOT GET CAUGHT IN DC POLITICS.
RVSM PROBLEM IS WAKE TURBULANCE UPSET. LAHSO WITH FOREIGN PILOTS - THEY DON'T UNDERSTAND- THEIR ENGLISH ISN'T THAT GOOD & THEIR CULTURE IS TO SAY "YES".
RVSM
RUNWAY CHANGES USUALLY HAPPEN BETWEEN 10-15 MILES. QUESTION COULD BE EXTENDED TO 15 MILES, BECAUSE IT IS STILL RATHER HARD.
SECURITY ISSUES , CARRYING HAZARDOUS MATERIALS, NEED TO INCLUDE BETTER SCREENING FOR CARGO, ANTHRAX PROTECTION
PILOT FATIGUE;LENGTH OF CREW DAY;FREQUENCY OF TRAINING&RUNWAY TRACTION INFO.
CONGESTION, E.G., [AIRPORT X]
ASK ABOUT RSVM MAY BE A PROBLEM DOMESTICALY
FATIGUE
ATC TRIES TO PUT AS MUCH TRAFFIC AS POSSIBLE INTO ONE SPACE-THIS IS VERY ANNOYING BECAUSE THE PLANE IS GOING AT THE HIGHEST SPEED PRACTICAL THAN WE'RE ASKED TO SLOW DOWN SUDDENLY BY 80 MILES PER HOUR. THIS HAPPENS ALL THE TIME IN CLASS B AIR SPACES.
SATURATION
CLEARANCE CHANGES ARE TOO LATE, AND TOO CONFUSING
CONTROLLERS WHO DO NOT THE LIMITATIONS OF THE AIRCRAFT THAT THEY ARE FLYING
RUNWAY INCURSION ISSUES
THERE IS TOO MUCH FREQUENCY CONGESTION. WE ARE UNABLE TO TALK TO ATC IN A TIMELY MANNER. THERE IS TOO MUCH CHATTER. THERE ARE AMBIGUOUS CLEARANCES GIVEN.
RUNWAY TAXIWAY MARKINGS
WHEN CONTROLLERS WORK MORE THAN ONE FREQUENCY, ITS DANGEROUS
TOO MANY SMALLER REGIONAL JETS
FREQUENCY CONGESTION AND HAVING LIMITED CHANNELS TO REACH THE CONTROLLER COULD BE A SAFETY PROBLEM
RUNWAY INCURSIONS...THE FAILURE OF ATC GIVING THE RUNWAY DESIGNATION; ALSO, WHY AT NITE ARE FREIGHT AIRLINES LIMITED TO SHORT RUNWAYS INSTEAD OF THE LONGER ONES WHEN SAFETY IS AN ISSUE?
CREW REST AND DUTY LIMITS QUESTIONS
OTHER QUALIFIED CREW MEMEBERS USED TO BE ALLOWED TO RIDE IN THE COCKPIT SINCE [EVENT X];LOSING THESE EXTRA PAIRS OF EYES IS UNFORTUNATE;WE CAN NO ONGER CARRY 6-6 CREW MEMBERS ANY MORE
CREW REST AND RECOVERY
RELIANCE TOO MUCH ON AUTOMATION ON APPROACHES
COVER WAKE TURBULENCE MORE, INCREASED THE TIMEFRAME.
AIR CREW FATIGUE.
CREWMWMBER FATIGUE
FLYING WHILE FATIGUE
FAILURE TO READ BACK THE NAMES OF RUNWAYS BY FIRST OFFICERS AND-OR PILOTS. MULTIPLE RUNWAY ASSIGNMENTS AT THE LAST MINUTE BY ATC.
BLOCKED FREQUENCIES
FREQUENCY CONGESTION, TRYING TO PACK AIRPLANES IN TOO CLOSELY. ON EAST COAST ONE CHALLENGE IS THAT ALOT OF APPROARCHES BECAUSE OF CONGESTED AIRSPACE ARE EXTREMELY COMPLEX APPROACHES IN GOOD WEATHER AND BAD WEATHER OR HIGH WINDS ITS A HAND FULL FOR CREWS

D3A
MULTI-STEP DESCENTS HAVE COME UP A GREAT DEAL RECENTLY;THE FMS SYSTEM WE'RE USING DOESN'T ALLOW THAT AND WE HAVE TO REVERT TO PAPER AND PENCIL AND MEMORY.
AIRPORT CONGESTION, AIRPLANES LEAVE TOGETHER FROM CROSSING RUNWAYS BUT NOT MENTIONED ON ATIS, FREQUENCY CONGESTION, REGIONAL JETS
LAND AND HOLD SHORT PROCEDURES
AIR TRAFFIC CONTROL UNDERSTANDING OF THE CAPABILITY OF THE DIFF WITHIN SPECIFIC FLEET TYPE. THEY ARE NOT ABLE TO RIDE JUMP SEAT INFOR. THINK YOU LOSING SAFETY BEHIND TC NOT BEING ABLE TO FLY
MAINTENANCE ISUUES ADDRESSED IE OVERSIGHT
TC DISTRACTED NOT KEEPING TRACK OF PLANES
FATIGUE
COMMUNICATIONS CONGESTION IS A REAL ISSUE.
TRAFFIC CONGESTION IN TERMINAL AREAS & HIGH SPEED APPROACHES
SECURITY NEEDS TO BE REVISITED
RADIO CONGESTION BIGGEST PROBLEM
WITH RESPECT TO TURBULANCE THE ONE WE HAD WAS DUE TO MOUNTAIN WAVE ,WE COULD NOT CONTROL THE ALTITUDE OF THE AIRPLANE WE HAD TO CLIMB TO AVOID AND THEY CLEARED US FOR IT WHICH IS WHY I GAVE YOU ZERO FOR TURBLANCE, THIS WAS A SEVERE MOUNTAIN WAVE
TECHNOLOGY EXCEEDS ITS USEFULNESS
CREW REST REQUIREMENTS
PROBLEMS AT LARGER AIRPORTS FREQUENCY CONGESTIO, [AIRPORT X]
PILOT FATIGUE, CREW REST REQUIREMENTS, COMPANIES NOT ADHEREING TO REST REQUIREMENT RULES
CONGESTION IN TERMINAL ENVIRONMENT BOTH ATC AND TRAFFIC
A T C WORKS 8 OR 9 DIFFERENT SECTORS AT ONE TIME .ALSO MISSED APPROACH PROCEDURE IS A SAFETY
AIRPORT RAMP AND TAXIWAY MARKINGS AND SIGNAGE
TECAST SYSTEM
BE MORE SENSITIVE TO CREW REQUEST FOR WEATHER DEVIATION ,ESPECIALLY IN CRIMINAL AREAS
FLIGHT CREW FATIGUE-WITH REGARD TO THE FLIGHT ATTENDANTS
CONTROLLERS ISSUING UNREALISTIC AIRSPEEDS DURING APPROACH. OCCURRENCES OF AIRCRAFT BEING VECTORED TOWARD WEATHER INSTEAD OF AWAY FROM WEATHER TO MAINTAIN SEPARATION EN ROUTE. VECTORING ON ATC HANDOFFS FROM SECTOR TO SECTOR EN ROUTE WASTES TIME AND FUEL.
NEED TO CONTIUE DEVELOPMENT OF FREE FLIGHT DELEVELOPE WHERE THEY CAN GO IN MORE STRAIGHTER
FREE FLIGHT ISSUES
AIRPORT SECURITY, COCKPIT SECURITY, DEALING WITH IN-FLIGHT TERRORIST ACTIVITY, FATIGUE -PARTICULARLY FLYING ON THE BACK SIDE OF THE CLOCK. REST - ARE CREWS BEING ADEQUATELY RESTED.
WHAT HAPPENS IF A SUN SPOT OCCURS AND ALL COMMUNICATIONS ARE CUT OFF
POOR TRAINING OF AIR MARSHALLS
PILIOT FATIQUE.R FLIES AIRLINE X .HE IS ON24HOUR RESEARVE PERIOD.R HAS BEEN REPROMATED MANY TIMES BECAUSE OF THIS RULE, R WANTED US TO KNOW IT WAS [AIR CARRIER X]
VFR CORRIDORS ARE TOO CLOSE TO IFR ROUTING
I DO A LOT OF OCEANONIC CROSSING , COMMUNICATION SHOULD BE IMPROVED FOR OCEANIAC FLIGHTS, A NEW SYSTEM INSTEAD OF HF RADIOS THERE SHOULD BE A BETTER COMMUNICATION DEVICE OR SYSTEM IN
MI ZONE ESP. MIDDLE EAST
[LOCATION X] IS VERY BUSY
CONTROLLERS WITH MULTIPLE FREQUENCIES IS THE BIGGEST HAZARD
LOCATION X AIR SYSTEM IS POOR

D3A
DO THE EVENTS OF [EVENT X] AFFECT YOUR JOB PERFORMANCE, DOES ECONOMIC CONDITIONS AFFECT OF YOUR COMPANY AFFECT PILOT PERFORMANCE
CREW FATIGUE IS A BIG ISSUE
PROBLEM W [AIRPORT X] CENTER CHANGING ARRIVALS, CHANGES TO CLOSE IN APPROACHES
AIRSPEED ASSIGNMENTS ON FINAL APPROACH
WHETHER GLOBAL POSITIONING SYSTEM (GPS) IS WORKING OR NOT.
ASK MORE ABOUT THUNDERSTORMS ABOUT AVOIDA NCE AND APPROACHING AIRPORTS DURING THUNDERSTORMS THUNDERSTORMS VERY IMPORTANT IN LANDING DO AN EVALUATION IN THUNDERSTORMS
TRAFFIC CONGESTION REGARDING REGIONAL JETS
CONGESTION, SLAM DUNKS, CREW DUTY TIME, BETTER WEATHER INFORMATION
CLR ITEMS
HAVE YOU INADVERTANTLTY LOST CONTACT WITH ATC
GROUND SECURITY SHOULD WE DO MORE, VERY INCONSISTENT.
CONGESTION ON RADIO WITH ATC
CENTER CONTROLLERS WORKING MULTIPLE FREQUENCIES
R FLIES FREIGHT IN THE EVENING AND THERE IS ALOT OFFREQUENCES WHEN TALKING TO 1 CONTROLLER . R WITH SO MANY FREQUENCES PILIOTS ARE STEPING ON EACH OTHER. SHE FEELS THEY WILL HAVE AN ACCIDENT
INABILITY TO GET AIS IN A TIMELY MANNER BECAUSE SOMEONE ELSE IS CALLING ATIS ON THE SAME FREQUENCY
HUB SATURATION PROBLEMS, AGAINST PARRALLEL APPROACHES,
ACCURATE RADAR INFO FOR THUNDER ACTIVITY
LAND AND HOLD SHORT ISSUES SHOULD BE ADDRESSED IN THIS STUDY-IT IS A BIGGIE
AYTIS- CHANGE FROM AUTOMATIC,(NOT GOOD) DEPARTURES AT AIRPORT X., VERY BAD, IN AIRPORT X, RUNWAYS CAN'T BE SEEN AT NIGHT, SHOULD BE CEMENT, -LANGUAGE BARRIER IN S. AMERICA & SUBSTANDARD
EXCESSIVE TRAFFIC CONGESTION DURING GROUND OPERATIONS AT ARRIVALS, RADIO FREQUENCY CONGESTION,
CONTROLLER USING MULTIPLE FREQUENCIES? DOES ATC ALL USE OF FMC EQUIPMENT?
A.T.C.'S PRIMARY CONCERN IS MOVING TRAFFIC, NOT ON SAFETY MEASURES. IT'S INSTRUCTIONS OFTEN RESULTS IN WAKE TURBULENCE ENCOUNTERS, GO-AROUNDS, ETC. GIVEN HEAVY VOLUME OF AIR TRAFFIC AT PEAK PERIODS, NEED FOR REVIEW & REPROGRAMMING- PLANE SCHEDULES.
CREW FATIGUE
THERE'S A LOT OF CONGESTION ON THE RADIOS;ONE LITTLE RIPPLE ON A VFR DAY CAN CAUSE PROBLEMS;THESE ARE ALL CAPACITY THINGS
ASK SOMETHING ABOUT AUTOPILOT MALFUNCTIONS, AUTO SPEEDBRAKES, FLIGHT MANAGEMENT SYSTEMS,
ATC
MORE REST FOR THE PILOTS
CONGESTION ON ATC FREQUENCIES
ATC SHOULD LIMIT RUNWAY CROSSING CLEARANCES TO A MAXIMUM OF 3 AIRCRAFTS PER RADIO
CREW FATIGUE
FATIGUE IS A BIG PROBLEM
LAND AND HOLD SHORT PROCEDURES, LANDING OR TAKING OFF AIRPLANE THAT INTERSECT ON TWO RUNWAY THAT COULD POSSIBLY RUN INTO EACH OTHER
CREW FATIGUE
R SAID HE HAD A MICROPHONE THAT WAS STUCK. EVERYTHING SHOULD BE CHECKED OUT.
AIR TRAFFIC CONTROLLERS ARE GIVING TOO MUCH INFORMATION AT ONE TIME. IT GETS TOO CONFUSING.
CONGESTION IN THE TERMINAL AREA
THE RQUIREMENTS TO MAINTAIN A HIGH SPEED: IT CAUSES UNSTABLIZED APPROACHES
CREW FATIGUE

D3A
KEEPING PLANES HIGH AND FAST ON APPROACH
LAND AND HOLD SHORT
CREW DUTY TIME AND REST TIME
TRAFFIC AND FREQUENCY CONGESTION, MINIMAL SPACING BETWEEN PLANES-MAXED OUT, CRITICAL TERRAIN IS A PROBLEM DOWN IN LOCATION X,CREW FATIGUE IS ANOTHER BIG PROBLEM
PASSENGERS STILL GETTING OUT OF HAND ,BUT NOT ALLOWED TO COME OUT OF COCKPIT TO DEAL WITH IT
CURRENT ECONOMIC TURMOIL IN AIRLINE INDUSTRY NEGATIVELY IMPACTING PILOTS AND ALSO SHORT OVER NIGHT SCHEDULING, BOTH VERY STRESSFUL LEADING TO POOR JUDGMENT, ALSO PILOT FATIGUE
TALK MORE IN DEPTH ABOUT TRAFFIC AVOIDANCE
SECURITY AT AIRPORT
PILOT FATIGUE AND RELATED ISSUES
FREQUENCY CONGESTION HANDLING MULTIPLE AIRCRAFT
ATC CALLS THAT KEEP YOU FROM GETTING STEPPED ON CALLS
ATC GIVES TAXI CLEARANCE BEFORE YOU CLEAR THE RUNWAY
THE INCREASE OF SECURITY FOR PILIOTS DUE TO PRESSURE AND HOW TO HANDLE IRATE PASSENGERS
THE FAA HOLD AT LAND SHORT
FAA IS FAR TO LENIENT ON ALLOWING EXCESSIVELY LONG DAYS WORK DAYS WITHOUT REST PERIODS-T-CAS FOR CARGO FLIGHTS
INCREASE IN REGIONAL JETS IS SIGNIFICANTLY INCREASED AMOUNT OF TRAFFIC A T C HAS TO HANDLE.
DOES MOST FLYING FROM [AIRPORT X] AND GOES SOUTH. TRAFFIC PROBLEMS AT [AIRPORT X]; ATC SITUATION IN [LOCATION X] IS LACKING, TERRIBLY, IN COMMUNICATION; ACCURATE WEATHER INFO. IS ALSO LACKING IN [LOCATION X]
FAA NEEDS TO GIVE CREWMEMBERS THE AUTHORITY TO DEFEND THEMSELVES
SOMETIMES CONTROLLERS GIVE TOO MUCH INFORMATION AT ONE TIME AND SOMETIMES RUNWAY CHANGES IN INSTRUMENT CONDITIONS CAN BE A PROBLEM
OVERLOAD ON CONTROLLER (MAY HAVE ONE CONTROLLER HANDLEING 2-3 FREQUENCIES AT ONE TIME) AIRPORT CONGESTION IN THE AIR AND ON THE GROUND I.E. CONTROLLER:AIRPLANE RATIO CONTROLLER WORKLOAD IS TOO HIGH, ANTIQUATED EQUIPMENT USED NOISE ABATMENT MAN. [AIRPO
LAND AND HOLD SHORT OPERATIONS, ATC ASKING YOU TO BE TO FAST AT THE MARKER ON A IFR APPROACH,
CONSIDER THE ENCOUNTER WITH THUNDERSTORMS AND WEATHER FACTORS OR AVOIDING SAME
AIRBORNE EQUIPMENT FAILURES LIKE A RADAR
THERE SHOULD BE VALID ID'S ON A NATIONAL LEVEL IS NEEDED WITH A PICTURE ON IT,. THEY NEED TO ASK THE LINE PILOTS WHAT THEY NEED TO DO TO MAKE THINGS MORE SAFE. THEY SHOULD PUT BETTER RADAR ON THE
R FLIES TO [LOCATION X] AND HIS PLANEDOES NOT HAVE METERED ALTIMITERS SO HE MST COVERT WITH A PIECE OF PAPER.NEEDS METERED ALTIMITERS
RADIO-COMMUNICATIONS STUFF --FREQUENCY QS --WAS OUTSIDE OF 90 DAY OF THIS SURVEY
RUNWAY & AIRPORT MARKINGS ARE TERRIBLE; POOR SIGNAGE; FREQUENCTY CLUTTER.
ADEQUATE CREW REST, GROUND DELAYS AND THE WAY ATC HANDLES SOME OF THE DELAY PROBLEMS
QUIALITY OF COMMUNICATION IN THIRD WORLD COUNTRIES IS VERY POOR
GENERAL AIR TRAFFIC CONGESTION
ATC WILL GIVE A CLEARENCE RECEIVING AIRCRAFT WILL READ IT BACK WRONG AND ATC WILL NOT CORRECT IT, COMPLAINTS DOES NOTHING
TRAFFIC CONGESTION ESPECIALLY IN LOCATION X & LOCATION X TOO MANY AIRCRAFT TYPE X'S
THE CONTROLLERS OVERSEAS DON'T SPEAKVERY GOOD ENGLISH, SO THEY ARE VERY HARD TO UNDERSTAND
THERE SEEMS TO BE A GENERAL LOSS OF INTEGRITY AND EXPERIENCE AMONG BOTH GROUND CREWS AND AIR TRAFFIC CONTROLLERS WHICH RESULTS IN SAFETY ISSUES.

D3A
ADDITIONAL QUESTIONS WITH SEPARATION ON THE GROUND WITH TRAFFIC FLOW.
THERE ARE SIMILAR SOUNDING FLIGHT NUMBERS FOR PLANES LANDING AND TAKING OFF AT THE SAME TIME AT THE SAME AIRPORTS-THIS GETS CONFUSING.
PROTERCTING THE ILS CRITICAL AREA DURING ILS APPROACHES WHEN WEATHER MINIMUMS ARE GREATER THAN REQUIRED FOR THE AREA TO BE PROTECTED
WHEN CONTROLLERS GET BUSY ON EAST COAST THEY TALK TO RAPIDLY AND IN THEIR ACCENTS SOMETIMES IT GETS TOUGH TO FOLLOW.
THUNDERSTORMS - SPRING AND SUMMER FLYING MORE HAZARDOUS THAN WINTER BECAUSE OF VIOLENT THUNDERSTORMS
FUEL CONSERVATION ON APPROACH TO LANDING, EXCESSIVE LENGTH OF TIME IN HOLDING AND EARLY DESCEND
TOO FEW CONTROLLERS AND TOO MUCH TRAFFIC CONGESTION
MY COMPANY (AIR CARRIER X) REQUIRES POLICY X. THERE IS CURRENTLY A BILL IN CONGRESS WHICH EXCLUDES CARGO PLANE.
SPEED AT WHICH ATC KEEP THE AIRCRAFT AT UNTIL THE LAST MINUTE - NEWER AIRCRAFT DOESN'T LIKE TO SLOW DOWN, HOW MANY TIMES IN 60 DAYS DID CONTROL TOWER ISSUE INSTRUCTION -RIPE WITH MISCOMMUNICATION POTENTIAL BECAUSE YOU CAN'T HEAR VERY CLEARLY.
RESPONDING TO CLEARANCE CHANGES IN A TIMELY MANNER SOMETIMES AIRCREW ARE CLEARING OUTSIDE OF AIRCRAFT
CARGO AIRPLANES AREN'T REQUIRED TO CARRY T-CAS & 50% OF [CARGO COMPANY X] FLYING IS DONE DURING THE DAY IN PEAK HOURS OF OPERATIONS
DOES COMPANY UNCERTAINTY PUTS UNUSUAL PRESSURE ON PILOT PERFORMANCE AND SAFETY
CREW RESOURCE MANAGEMENT, YOU HAVE STRANGERS GETTING INTO A COCKPIT FOR THE FIRST TIME, AND THEY ARE MET WITH VARIOUS CONFLICTS: PERSONALITY CONFLICTS, INTERPERSONAL SKILLS COME INTO PLAY
CREWMEMBER FATIGUE
ATC CONTROLLER TALK TOO FASTAND DO NOT LISTEN TO REBACKS
CREW REST ON CREWS FLYING ON THE BACK SIDE OF THE CLOCK
CREW REST ,CREW SCHEDULING
UPGRADING THE HF COMM, IN SOUTH ATLANTIC PARTICULARLY, CHANGING FREQUENCIES AT AIRPORT X
CORPORATE CULTURE AT STRESS
BASIC GENERAL SCREENING OF PASSENGERS, CREW, ETC.
PARKING WHEN WE GET TO A TERMINAL WHEN WE DON'T HAVE THE PROPER NUMBER OF INDIVIDUALS ABLE TO BRING US INTO A GATE
CREW REST
GOING TO SOME MAJOR AIRPORTS WITH SIMILAR CALL SIGNS. IT CAN BE A CONGESTED ENVIRONMENT
THE AMOUNT OF CLEARANCE INTRUTION THAT ATC GIVES US INFLIGHT IS INUMEROUS AT TIMES, TRY SPLITING IT
PROBLEMS WITH DIFFERENCE SECURIITY REQUIREMENTS AT DIFFERENT AIRPORTS, FEDERALIZATION OF SECURITY AT NATIONAL AIRPORTS, HOW DOES US CONTROL FOREIGN AIR CARRIERS
OPERATION INTO A CLOSED AIRPORT-FREQUENCY OF OPERATION-TRAFFIC, COMMUNICATION, CONFLICTS
SIMILAR SOUNDING CALL SIGNS ARE A BIG PROBLEM
PILOT FATIGUE, AIRLINE SECURITY, SCREENING OF CONTAINERS ON CARGO AIRCRAFT
DISCREPANCIES BY ATC IN TERMINAL AREA AND BLENDING IN OF NEW ARRIVAL PROCEDURES WITH RESPECT TO
COCKPIT SECURITY
YOU SHOULD ASK ABOUT A STUCK MIKE CONDITION; IT BLOCKED OUT COMMUNICATION WITH ALL PLANES ARRIVING AND DEPARTING -THIS IS ONE OF THE MOST SERIOUS DANGEROUS CONDITIONS THAT COULD HAPPEN
DISLIKE DEPARTURE OUT OF [AIRPORT X] IT IS UNSAFE, DOESN'T LIKE LAND AND HOLD OPERATIONS
FATIGUE

D3A
EXPEDITE USE OF TECHNOLOGY GLOBAL POSITIONING AND SATILLLITE
EXPERIENCE LEVEL OF FIRST OFFICER?
R V S M
INCORRECT ALTIMETER SETTING IN A DEVIATION FROM ASSIGNED ALTITUDE.
PILOT FATIGUE
CARGO AIRCRAFT INSECURITY, ESP HAZARDOUS MATERIALS. SEE 49 CFR.
FATIGUE AND CREW DUTY TIME
LAND AND HOLD SHORT, SPACING BEHIND HEAVY AIRCRAFT ESPECIALLY ON TAKE OFF.
SHOULD ASK ABOUT BLOCKED COMMUNICATIONS AND ATC WORKING ON MORE THAN ONE FREQUENCY, RUNAWAY AND TAXIWAY SIGNAGE IS INADEQUATE
WEATHER DEVIATION THAT NEED TO OCCUR WHEN YOU ARE IN A NON RADAR ENVIRONMENT. ATC GIVE CLEARANCE JUST TO GET OFF OF HAVING ANY MORE RESPONSIBILITY.
ATC OPERATING ON SEVERAL FREQUENCIES AND I CAN'T HEAR OTHER PILOTS--AND GROUND OPERATORS TALKING TOO
FLYING TO [LOCATION X] - POOR RECEPTION: DON'T THINK THEY ARE USING RADIOS PROVIDED BY US
ALTITUDES AND RUNWAY INCURSIONS
[AIRPORT X] ALWAYS CROWDED AND THEY SQUEEZE IN MORE TRAFFIC THAN ANY OTHER AIRPORT.--
AT AIRPORT X RUNWAY CROSSING IS A PROBLEM. INCURSIONS HAPPEN FREQUENTLY
SECURITY ISSUES. ALSO, THE NEW COCKPIT DOORS ARE NOT WORKING - THE SOLENOIDS ARE DEFECTIVE
ASK ARE PEOPLE RUSHED IN THE TERMINAL ENVIRONMENT.
UNABLE TO PROPERLY PREPARE FOR DECENT PROFILE FROM HIGH ALTITUDE
WEATHER AVOIDANCE IN NON RADAR ENVIRIONMENTS.
MULTI FREQUENCY BY ONE CONTROLLER
CREWMEMBER FATIGUE
NARROW BODY FLYING ALSO FATIGUE DOMESTICALLY FOR NARROW BODY FLYING. SHOULD BE HOW YOU ARE FEELING AS OPPOSED TO X NUMBER OF HOURS
TSA ISSUE WITH REGARD TO PILOTS LEAVING THE COCKPIT WITH ESCORTING FLIGHT ATTENDENT
CREW REST FLIGHT TIME LIMITATION
CONTROLLERS NOT USING STANDARD TERMINOLOGY FOR CLEARANCES. NOT HOLD SHORT BUT CIRCLE WIDE AND STOP. THIS IS VERY CONFUSING AND HAPPENS AT GROUND CONTROL. THE LANGUAGE IS UNDERSTOOD FOR THOSE THAT HAVE A HUB THERE BUT IF YOU DON'T YOU DON'T UNDERSTAND
R SAID IN SOME AIRPORTS THE TOWERS ARE TOO HIGH
AIRPORT SIGNAGE: RUNWAY ENVIRONMENT(HOLD SHORT LINES, ETC.) ESPECIALLY WHEN THEY'RE A LOT OF CONFUSING INTERSECTION
WE NEED VERY STRONG SUPPORT FROM LOCAL POLICE AND GATE CONTROL PEOPLE TO ARREST THREATENING PASSENGERS.THE GREATEST THREAT TO A PILOT'S SAFETY IF PASSENGER CONDUCT.THERE SHOULD BE NO QUESTION ABOUT ARRESTING A PASSENGER IF A PILOT DETERMINES HE IS A DANGER
SECURITY
FREQUENCY CONGESTION AND REDUCED MINIMUM VERTICAL SEPARATION
NEED TO TALK ABOUT VERTICAL SEPERATION
WHILE HOLDING GOT HANDED OVER TO TOWER FROM APPROACH GOT A BAD ALTIMETER, THIS COULD CREATE A LACK OF SEPARATION
THE ANNING IN THE FAA DEPT. IS AFFECTING US IN THAT WE CAN'T THEM TO ACCOMPANY US ON OUR CHECK
CHANGING RUNWAYS
ATC UNDERMANNED TRYING TO CONTROL MULITPLE FREQUENCIES, I.S. GROUND, TOWER, DEPARTURE
LANGUAGE BARRIER AROUND THE WORLD-NOT UNDERSTANDING CONTROLLERS IN DIFF PARTS OF THE WORLD

D3A
CREW REST--SHIFTING FROM DAY TO NIGHT + INTERNATIONAL ZONES
R SAID THERE IS TO MANY AIRPLANES LANDING AT AIRPORT (CONGESTION)
CREW REST ,AND CONTINUOUS HOURS OF FLYING
HOW MANY TIMES WERE YOU GIVEN CLEARNACE BEHIND ANOTHER AIRPLANE FOR LANDING THAT LESS THAN 5 MILES OR BETTERH, 3 MILES OR LESS. DID THAT CAUSE YOU TO COUNTER YOUR APPROACH TO THE RUNWAY?
NEED MORE STUDIES ON MICROBURSTS
PILOT FATIGUE ON THE BACKSIDE
SEPERATION ON RUNWAY BETWEEN DEPARTING AIRCRAFT AND AIRCRAFT ON FINAL
WEATHER INFO OBTAINED THROUGH RADAR GIVES VERY SMALL LINE OF INFO. SATELLITE FED INFO SHOULD BE MADE AVAILABLE ON ALL AIRCRAFT
RVS
CREW DUTY TIME LIMITATIONS ESPECIALLY FOR NIGHT CARGO AND TCAS WHICH JUST GOT CHANGED FOR CARGO OPERATORS--NOW REQUIRING A CERTAIN GROSS WEIGHT
ASK MORE ABOUT GROUND MOVEMENT OF AIRCRAFT
PILOT FATIGUE-DUTY HOURS
SPACING IN TERMINAL AREA BECOMES CLOSE PRIOR TO LANDING
POOR APPROACH PLANNING BY CONTROLLERS
AIRCRAFT CLEARANCES DELIVERY BEFORE WE PUSHED BACK, IFR OCCASIONALLY IN WRITING HOWEVER THEY ARE CHANGED NOT ACCORDING TO WHAT ATC WANTS US TO DO. THE COORDINATION BETWEEN CLEARANCE DELIVERY AND CENTER. RECEIVE BY AIR
OVERCROWDING AT LARGER AIRPORTS
A LOT OF CONGESTION CAUSED BY THE NUMBER OF AIRCRAFT TYPE XS. ALSO, ATC'S ARE NOT VERY FLEXIBLE ABOUT RE-ROUTES ESP OUT OF LOCATION X.
TRAFFIC CONGESTION AT THE AIRPORT, GET RID OF THE A.T.C SYSTEM RUN BY GOVERNMENT AGENCY
SECURITY IS THE HOT ISSUE NOW
LIMITED IN 30 DAYS ACCESS
WOULD LIKE TO HAVE STANDALIZATION ON LAND ON HOLD SHORT APPROACH
FMC AND CHANGING RUNWAY IN TERMINAL AND OTHER CHANGES-- I'VE HAD 4 CHANGES IN 5 MINUTES GOING FROM FMC TO USING GROUND BASED ARRIVAL--ONE GUY TUNING RADIO AND LOOKING AROUND
ATC WORKING MULTIPLE FREQUENCIES AT THE SAME TIME
CONGESTION ON THE GROUND IS OUT OF CONTROL, BEING SLOWED DOWN BY ATC IN THE NORTHEAST,
CONGESTION ON RAMP AREA,STANDARD, CONGESTION ON EAST COAST,RUNWAY 9RIGHT REDUCED SEPERATION ON TAKE OFF AND LANDING ON TWO CONVERSION RUNWAYS
HOLD SHORT PROCEDURES AT [AIRPORT X]
DECREASED TRAFFIC SEPARATION ON APPROACH AND TAKEOFF
EXPAND FREQUENCY CONGESTION, MAINTAINING COMMUNICATION WITH HF STATIONS, TIME CONSUMING TO FIND CHANNELS. (THINKS THERE IS A GRADUAL MOVEMENT AWAY FROM AVIATION COMMUNICATION)
R SAID HE DOES ALOT OF LONG DISTANCE FLYING (INTERNATIONAL) ASK QUESTIONSABOUT FATIQUE , EXAMPLE # OF TIMES YOU FLEW FATIQUE
RED EYE FLYING,SCHEDULING
CONGESTED AIRPORTS
THERE IS A SEPARATION BETWEEN SAFETY &SECURTY.THE SECURITY.THEY WORRYMORE ABOUT THE SECURITY. BIN LADIN IS LAUGHING AT US.
FREQUENCY CONGESTION-USUALLY ON THE GROUND
GROUND FREQUENCY CONGESTION CAUSES RUNWAY INCURSION, EX: [AIRPORT X]

D3A
FREQUENCY CONGESTION--GROUND FREQUENCIES ESPECIALLY--VOLUME + STEPPED ON CALLS IN BIG HUBS. THIS IS NOT RECORDED-INTERESTING TO FIND OUT HOW MANY REPEAT CALLS ARE MADE. IN HIGH VOLUMES OF TRAFFIC ATC JUST GET BOTTLED UP. ATC NOT USING SOME TOOLS - [AIRPO
INDIVIDUAL COMPLACENCY
RUNWAY INCURSION; NOISE ABATEMENT; ATC CONGESTION;
;I HAVE SOME RESERVATIONS ABOUT SOME OF THE TIGHT IN-FLIGHT SEPARATIONS
CONTROLLERS OPERATING MULTIPLE FREQUENCIES. AIRPORT X NEED A SEPARATE MEDIAN FREQUENCY
LANDING & HOLD SHORT CLEARANCES, LANDING ON PARALLEL RUNWAYS,FLYING OVERSEAS (S. AMERICA)NEED TO UNDERSTAND THE LANGUAGE
LACK OF PASSENGER BAG SCREENING
WAKE AS A RESULT OF DEPARTURES PLACED TOO CLOSE
[AIR CARRIER X] AIR POLICY-COWBOY ATTITUDE-TEND TO PUSH & ARE EXPECTED TO COOPERATE W-ATC MORE THAN OTHER COMPANIESEG-APPROACH CTRL WILL ASK WHAT SPEED CAN BE MAINTAINED, 180-200 WOULD BE NORMAL BUT [AIR CARRIER Y] WOULD SAY 250
I DON'T AGREE WITH THE NOISE ABATEMENT POLICIES AT CERTAIN AIRPORTS, ROUTING AIR TRAFFIC AT INCONVENIENT RUNWAYS AND LESS THAN OPTIMUM CONDITONS BECAUSE OF RESIDENTS WHO COMPLAIN.
FATIGUE, REST FACILITIES ON PLANES INADEQUATE, SCHEDULING NOT HELPFUL TO REST
ATC COORDINATION
CHANGING THE RUNWAY APPROACH INSTEAD OF THE LOCALIZER,
THE ATTENTION OF OTHER CREWMEMBERS, E.G., FIRST OFFICERS IS OFTEN UNACCEPTABLE- INATTENTIVE TO THINGS THEY SHOULD BE OBSERVING,ETC. ALSO NEED FOR SOMETHING LIKE SUN VISORS TO BLOCK SUNLIGHT FROM EYES OF CREWMEMBERS, PARTICULARLY BELOW 18,000 FT
APPROACH TO TERMINAL A.T.C HANDOFF PRECEDURES
ATC SHOULD BE TALKING TO PEOPLE ON SAME FREQUENCY--CAN'T HEAR-VOICE OVER. CREW REST. FARS MAKE THEM UNDERSTANDABLE-TOO MANY GREY AREAS
PILOT FATIGUE- EUROPEAN MODEL IS WORTH EXAMINING-WHAT MATTERS IS HOW LONG YOU ARE WORKING.WITH CUT BACKS WE ARE WORKING LONG TIME
GROUND CONTROLL OF HANDLING ATC TRAFFIC.
HF RADIO ATC CONTACT INCOMPATIBLE WITH OCEANIC RVSM
PRM APPROACHES ARE A J OKE SHOULD NOT BE IN PLACE ACCIDENTS WAITING TO HAPPEN. WE NEVER USE THEM. TRY TO GET EXTRA PLANES IN-SHOVE THEM DOWN OUR THROATS.
MILITARY CRAFT ASSIGNED TO INTERCEPT A COMMERCIAL CRAFT. THEY CAN'T-DON'T HAVE SAME FREQUENCY UHF VS VHF AND WE CANT' TALK TO THEM . NEED TO HAVE SAME FREQUNCY CHANNELS SO WE CAN TALK TO MILITARY WHEN THEY COME BESIDE US
FATIGUE
FREQUENCY CONGESTION IS HIGH VOLUME AREAS
CENTRAL FLOW CONTROL - ATC DOES NOT GIVE AN EXPLANATION TO WHY THEY GIVE QUESTIONABLE CLEARANCE CHANGES AND THE PILOT IS FORCED TO COMPLY WITHOUT QUESTION BECAUSE OF THE TIME CONSTRAINTS AND THE FACT THAT IT IS HARD FOR THE PILOT TO GET A WORD IN EDGEWISE
OUT-DATED ATC GROUND EQUIPMENT
TAXI CLEARANCES TO CROSS ACTIVE RUNWAYS BY DEFAULT SHOULDN'T BE ALLOWED
VERY HURRIED AND FAST TALKING DIRECTIONS BY ATC CONTROLLERS.
QUESTIONS RE ATC DELAY QUESTIONS INVOLVING REGIONAL CARRIERS AT MAJOR AIRPORTS
RUNWAY INCURSIONS, 2,000 FT. SEPARATION - TRYING TO CHANGE TO 1,000
ATC AND THE PILOTS COMMUNICATION

D3A
MORE QUESTIONS ABOUT CONTROLLER COMMUNICATION AND TOO MUCH CONVERSATION, NOT ENOUGH TRAINING FOR THE NEW TECHNOLOGY,
CERTAIN NOISE ABATEMENT PROCEDURES, SPECIFICALLY TAKE-OFF AT [AIRPORT X].
FLIGHT CREW DUTY TIMES, FATIGUE
THERE'S POTENTIAL COMMUNICATION ERRORS BETWEEN A.T.C AND PILOTDS
ALL AIRCRAFT SHOULD HAVE T-CAS
NEED MORE AIR MARSHALS
CREW FATIGUE
ATC PROVIDING VISUAL APPROACHES WHEN WE ARE HIGHER THEN WE SHOULD BE BECAUSE OF NOISE ABATEMENT RULES. HAVE TO BOMB DOWN JUST TO GET TO PAVEMENT
PILOT FATIGUE,SLEEP CYCLE DISRUPTION
HOW MANY ATC CONTROLLERS ERRORS HAVE YOU EXPERIENCED LATELY, CONTROLLERS DON'T KNOW HOW PLANES FLY
GROUND TAXI SERVICE IS VERY CONFUSING AT THE BIG AIRPORTS
DEPARTURE CONTROL GIVING COMPLICATED INSTRUCTIONS IMMEDIATELY AFTER LIFTOFF, MANDATORY POWER CUTBACK AT AIRPORT X
THEY SHOULD ASK ABOUT CONTROLLERS WORKING MULTIPLE FREQUENCIES. THAT OCCURS QUITE OFTEN AND COMPROMISES SAFETY, AND IN THE LOCATION X AREA THEY'VE BEEN TESTING A NO SPEED RESTRICTION BELOW 10,000;I'M NOT SURE HOW SAFE THAT IS TO GO SO FAST AT A LOW ALTITUDE
UNSTABLE APPROCHING TO COMPLETION OF LANDING. ASK MORE QUESTIONS CONCERNING TURBULANCE . TALK ABOUT PREDICTED TURBULANCE.
PILOT FATIGUE QUESTIONS, POOR LANGAGE COMMUNICATION BETWEEN ATC AND [LOCATION X] ESPECIALLY POOR ENGLISH SKILLS, DUTY TIMES-PILOTS FALLING ASLEEP ON FLIGHT DECK,
THE GOVERNMET & ENVIRIONMENT IS PUTTING SO MUCH STRESS IN ALL AREAS FLYING . EX SECURITY & GOVERMENT INVOLVEMENT
TO MANY SLAM DUMPS
NASA DID A SLEEP STUDY SEVERAL YEARS AGO AND FAA HAS NOT ACTED ON IT. IT HAD SIGNIFICANT FINDINGS. ALSO RECENT FAR --REST CYCLES IS BEING DISREGARDED BY AIRLINE COMPANIES AND AIR TRANSPORT ASSN. NEITHER HAVE BEEN FOLLOWD UP
SAFTY CONCERNS: # OF TIMES TRANSMISSIONS ARE BLOCKED DUE TO FREQUENCY CONGESTION; USE OF NON-STANDARD-AVIATION PHRASIOLOGY; # OF TIMES CONFUSION RE USE OF CALL SIGN # WITHOUT AIRCRAFT NAME-TYPE.
ATC MULTI FREQUENCY BROADCAST PROBLEM HINDERS COMMUNICATION .
ROUTING FOR DELAYS
ASK HAVE YOU BEEN CLEARED OFF FOR TAKE OFF BEHIND A HEAVER PLANE WITHOUT THE PROPER SEPARATION
QUESTION ABOUT SPACING IN BUSY AIRPORT
GROUND FREQUENCY CONGESTION AT HUB AIRPORTS IS A MAJOR SAFETY PROBLEM.
PASSENGER SCREENING AND SECURITY
MAINTANCE AND BAGAGE WORKERSDONT HAVE TO GO THROUGHTHE DETECTORS THEY JUST SWIPE A CARD
R FLIES TO SOUTH AMERICA @ SAYS THE RADIOS ARE BAD .
ATC CONTROLLING TOO MANY FREQUENCIES, CREWS ARE NOT CLEAR ABOUT ORDERRS
CROWDED ATC SYSTEM
SECURITY
FREQUENCY SATURATION- ATC ARE ALWAYS ON MORE THAN ONE FREQUENCY
COMMUNICATION BARRIERS
CROWDING IN THE MAJOR TERMINALS, ATC IS OVERWHELMED ALL THE TIME.

D3A
TURNING ON ALL LANDING LIGHTS WHEN ENTERING RUNWAY, PREVIOUS METHOD SEEMED SAFER
CONGESTION IN AIRWAYS ON THE EAST COAST
ATC SHOULD COME UP WITH A PLAN AND STICK TO IT. LAST-MINUTE RUNWAY CHANGES FROM APPROACH CONTROL OR TOWER OCCUPY ONE CREW MEMBER WITH PROGRAMMING FMS, WHILE OTHER MUST FLY PLANE.
ATC IS WORKING 2 OR MORE FREQUENCY AT ONCE. IT CREATES CONFUSION, AND CONGESTION ON
RUNWAY CONGESTION IS TOO MANY AIRPORTS
PILOT FATIGUE
FATIGUE ISSUES - NIGHT FLYING AND FLIP FLOP QUESTIONS, NIGHT AND DAY FLYING OPERATIONS,
CREW SCHEDULING - INADEQUATE REST PERIODS
SIMILAR SOUNDING FLIGHT NUMBERS
LOTS OF TRAFFIC
CONGESTION LIKE IN [AIRPORT X]
COMMUNICATION IN TERMINAL AREA-[AIRPORT X], [AIRPORT X] HOLD YOU HIGH FAST OVER HOUSING AREAS AND CANT BE IN STABILIZED APPROACH. WE CHEAT A LITTLE. UNREALISTIC VISUAL APPROACHES.
WITH THE SECURITY,THERE NEEDS TO BE SOMETHING DONE WITH THE COCKPIT DOORS WHEN THE FLIGHT CREW HAS TO GO TO THE RESTROOM--THAT'S WHEN WE'RE MOST VULNERABLE
OVERCROWDING OF FREQUENCY - 1 CONTROLLER OPERATING TOO MANY FREQUENCIES.
IS WORKING TO MANY HOURS PLEASE ADDRESS THIS PROBLEM.
ATC FREQUENCY CONGESTION
ASK ABOUT CREW REST
FREQUENCY ACCESSIBILITY
GETTING WEATHER DEVIATION CLEARANCE IS SOMETIMES DIFFICULT
MOST CONSISTANT PROBLEM WITH A.T.C THEY OFTEN PUT AIRCARRIERS IN A SITUATION WHERE WE'RE TOO FAST OR TOO HIGH FOR A TRULY STABILIZED APPROACH
GROUND VEHICLES ARE PLAYING CHICKEN WITH THE PLANES.
IMPROVE THE SYSTEM WITH MORE AIRPORTS; LESS CONGESTION
OPERATIONAL PROBLEMS REGARDING SECURITY, AIR MARSHALLS
YOUR NOT FOCUSING ON MOST IMPORTANT OURS, FATIGUE, BACKSIDE OF THE CLOCK FLYING, VERY TIRED PILOTS FLYING , LONG DUTY DAYS
ALOT OF SAFETY PROBLEMS, WITH PEOPLE TRYING TO BRING DOWN AIRLINERS, TRAFFIC HAS BEEN REDUCED TO AIRLINE FINANCES, LESS CONGESTION MAKING FLYING A BIT SAFER
LAND AND HOLD SHORT INSTRUCTIONS AND THE WHOLE IDEA BEHIND IT
CUT OUT POSITION AND HOLD, CLEARANCES FOR CROSSING ACTIVE RUNWAYS
HOW WOULD PILOTS HANDLE A SITUATION WHERE THEY HAD TO PULL OUT A WEAPON?
FREQUENCY CONGESTION
NIGHTTIME AND LIGHTING (ENGINEERING IN SOME OTHER COUNTRIES ARE GREAT)
SHORTAGE OF A T C AT SMALLER AIRPORTS EX:AIRPORT X
RIS VERY CONCERNEDABOUT COMMUNICATION WITH ATC ON INTERNATIONAL FLIGHTS R FEEL CPDLC
TAXIWAY MARKINGS, RUNWAY CROSSING MARKINGS, WEATHER DISSEMINATION TO FLIGHT CREWS
THERE ARE OFTEN TIMES THAT WE CAN'T COMMUNICATE IN A TIMLY FASHION, IT IS AN ISSUE, DUE TO CRITICAL STITUATIONS
A LANDING HOLE SHORT. I THINK THEY ARE DOING A LOT OF THAT < I DON'T THINK THEY ARE TOO SAFE.
GROUND CONGESTION-GROUND OPERATIONS, LANDING AND TAKING DURING HEAVY TRAFFIC TIMES....REVIEW TO PROMOTE SAFETY.
FREQUENCY CONGESTION IN NE
TRAFFIC SATURATION

D3A
NEED GROUND RADAR,SIMPLIER INSTRUCTIONS
CREW DUTY TIMES, INTERNAL COCKPIT CONFLICTS
GROUND HANDLING AIRS IN RELATIONSHIP TO HAZARDOUS MATERIALS-(LACK OF) ACARS ATIS AVAILABILITY IN [LOCATION X] MORE QUESTIONS DANGEROUS GOODS
DID NOT MENTION LAND AND HOLD SHORT
RUNWAY CHANGES AT [AIRPORT X]-THEY KEEP SWAPPING RUNWAYS AND APPROACHES, WHICH REQUIRES MULTIPLE CHANGES ON THE COMPUTERS--WHICH MAKES THE COMPUTERS HARDER TO WORK WITH.
CREW FATIGUE
AIRPORT SECURITY SAFETY MEASURES ARE A BIG PROBLEM RIGHT NOW
CREW FATIGUE
PARELLE APPROACHES ESPEC. AT [AIRPORT X].2)SCREENING GROUND PERSONAL
MORE INDEPT ON PASSENGER CONFORTATIONS
HAVE THE NEW FAA SECURITY PROCEDURES DISTRATED YOU FROM YOUR DUTIES IN THE COCKPIT
MORE DIRECT USE OF RNAV, ATC ON MULTIPLE FREQUENCIES
USE OF ONE CONTOLER TO MONITOR AIRCRAFT AND GIVE INSTRUCTIONS ON MORE THAN 1, 2 OR 3
LAND AND HOLD SHORT, TAKE OFF CLEARANCES THAT CROSS YOUR LANDING RUNWAY,
CREW FATIGUE
FATIGUE- SCHEDULING- TIME OF DAY CHANGES
FATIGUE, BACK SIDE OF THE CLOCK FLYING, DATA LINK, LANGUAGE BARRIERS FOR INTERNATIONAL PILOTS
PUTTING MORE PLANES IN SHORTER TIME--FREQUENCY CONGESTION IS HORRIBLE
FATIGUE SHOULD BE ADDED TO THE SURVEY AND FRUSTATION
FREQUENCY CONGESTION ON THE GROUND
RUNWAY AND TAXIWAYS STANDARDIZATION FOR MARKEINGS--GROUND OPERATIONS IN GENERAL SHOULD BE STANDARDIZED
TOO MANY R J'S. THEY CAUSE A GREAT DEAL OF CONGESTION
CREW MEMBER DISTRACTIONS BY ISSUES OUTSIDE THE COCKPIT, I. E., THEIR FUTURE
PILOT FATIGUE AND SCHEDULING
SAFETY QUESTIONS WITHIN 100 [AIRPORT X]
CALL SIGN, SIMILARITIES, ATC WILL REQUIRE FLIGHTS TO MAINTAIN AN AIR SPEED BUT DIFFERENT AIRCRAFT HAVE DIFFERENT CAPABILITIES, SOMETIMES CREWS WON'T SAY THEY CAN'T DO IT
ASK ABOUT THE QUALITY OF THE VECTOR TO FINAL APPROACH COURSE
COMMUNICATIN BREAKDOWNS...ESP PILOTS COMING FROM A MILITARY BACKGROUND WHO ARE NOT ACCOSTOMED TO FLYING WITH OTHERS AT AIRPORTS
CREW FATIQUE AND CREW DUTY DAYS
WHEN CONTROLLER TALKS ON MORE THAN ONE FREQUENCY, ITS ALWAYS ON THE ACTUAL CENTER FREQUENCY: THIS NEED TO BE ADDRESSED
I WOULD LIKE TO SEE MORE AIR MARSHALS ON THE FLIGHTS IF THE FAA IS NOT GOING TO ALLOW US TO HAVE GUNS-THE PROBLEM IS LACK OF AIR SECURITY WHILE EN ROUTE
ASK PILOT DID YOU EVER FEEL PRESSURED TO ACCEPT AN A T C CLEARANCE THAT YOU FELT WAS UNSAFE
WHAT ABOUT RVSM WHEN THAT KICKS IN
REPOETING RUNWAY CONDITIONS IN BAD WHEATHER
INCLUDE SECURITY QUESTIONS IN THE SURVEY RELATED TO INFLIGHT OPERATIONS.COCKPIT CREWMEMBERS SHOULD BE QUIRIED ABOUT THEIR FEELINGS ABOUT REACTIONS.
CONGESTION IN THE AIR RELATED TO REGIONAL JETS
CREW REST AND CREW REST ISSUES ESPECIALLY FOR PEOPLE WHO FLY AT NIGHT. THIS NEEDS TO BE ADDRESSED. HOW MANY TIMES DID YOU FALL ASLEEP ON A FLIGHT?

D3A
SECURITY ISSUES
HAVE YOU BEEN SEQUENCED SO CLOSE SPACING BY ATC SO AS TO CAUSE A WAKE TURBULENCE ENCOUNTER?
LACK OF WAKE TURBULENCE SERAPATION DURING VISUAL APPROACHES
MANAGEMENT LABOR RELATIONS
R MANY TIMES IS LEFT HIGHFOR APPROACH @HAVE TO DO ASLAM DUNK APPROACH . ATCMANY TIMES TO REDUCE SITUATED AWARENESS
EVENT X TOOK ENOUGH CAPACITY OUT OF THE SYSTEM . EASIER FLYING NOW. WILL GET MORE CONGESTED. LACK OF CONSISTENT VERBIAGE AT ATC AND PILOTS. NEED PROPER VERBIAGE BY ATC
A T C VECTORING IN LOCATION X CORRIDOR
CONGESTED FREQUENCIES AT BUSY AIRPORTS ON THE GROUND
TRAFFIC CONGESTION AND MINIMAL SPACING FOR TAKEOFF AND LANDING ON RUNWAYS
RUNWAY &AIRPORT MARKINGS (2) CREWMEMBERS BEING DISTRACTED BY WHATS GOING ON IN KTHEIR INDUSTRY: FINANCIAL WELL BEING OF THEIR COMPANY.
ATC ASSIGNED AIRSPEEDS ON FINAL APPROACH .NEED TO BE AGGRESSIVE TO GET TO SPEED ON FINAL. WE TRY TO COMPLY BUT PUTS US IN UNSTABLE POSITIONS. HF COMMUNICATIONS OVER LOCATION X -WE OUT OF TOUCH FOR 1+ HOURS.
CREW REST
COMMUNICATIONS PROBLEMS IN FOREIGN COUNTRIES IE [LOCATION X]
STANDARDIZATION IN THE X CHARTER OPERATION
AIRPORT CONSTRUCTION AND MODIFICATIONS TAKE TOO LONG, THEY SHOULD SHORT COMPLETE JOB, NOT THE LONG ONES BECAUSE THEY CLOSE THE AIRPORT DOWN TO LONG . THE NAVAID BREAKS IT SHOULD BE FIXED IN A QUICKER FASHION.
HAD RADIO AND COMMUNICATION PROBLEMS, UNAWARE OF THE NEW RULE CHANGES
INTERNATIONAL LANGUAGE PROBLEM OVERSEAS,
USE OF THE AIRCRAFT TYPE X PRIMARY RADIO FOR GROUND COMMUNICATIONS. IT WORKS WELL IN AIR BUT NOT ON THE GROUND. USING NUMBER 2 RADIO IS CAUSING PROBLEMS
DURING ADVERSE CONDITIONS AT AIRPORTS, AIRPORT AUTHORITIES OR ATC WILL RARELY SHUTDOWN THE AIRPORTS. PLANE CREWS ARE GIVEN DISCRETION AS TO WHETHER OR NOT TO LAND. CREWS THEN FIND IT DIFFICULT TO SAY THEY WILL NOT LAND DUE TO THE COMMERCIAL BOTTOM LINE
CREW FATIGUE
MAYBE IN REGARDS TO SECURITY BUT THAT MIGHT BE A TOPIC UNTO ITSELF
ATC OPERATING ON MULTIPLE FREQUENCIES
GROUND TAXING - DIFFICULT SOMETIMES DUE TO NUMBER OF DIFFERENT MAPS AND CHARTS ONE HAS TO
T CAS NEEDED FOR CARGO AIRCRAFT
RADIO & TRAFFIC CONGESTION BIGGEST ISSUES, ALSO EAST COAST RADIO PROBLEM
CHANGES IN PILOTS' EARNINGS, JOBS
IS THERE SUFFICIENT # OF ATC THERE SHOULD BE ONE STANDARD FOR PCA
SECURITY FOR JUMP SPEEDING
GETTING IN ON A FREQUENCY;THEY ARE TOO CONGESTED WITH TOO MANY AIRCRAFT
I WOULD DO MORE SURVEYS ON CRM, AND HOW THAT RELATES TO FAR'S.
NOT ENOUGH CONTROLLERS
GROUND OPERATION AND AT COMMUNICATIONS, PILOTS ON SEPARATE FREQUENCIES, WHICH CAN BECOME CONFUSING
RE CARGO CARRIERS AND CIDADIAM RYTHUM; DUTY PERIODS THAT EXTEND BEYOND 9-10 HOURS WILL RESULT IN FATIGUE OF THE ENTIRE CREW; BETTER REST REQUIREMENTS ON BACK SIDE OF THE CLOCK NEEDED..
AIRSPEED ASSIGNMENTS THAT COULD RESULT IN UNSTABILIZED APPROACHES

D3A
CREW FATIGUE
SECURITY ISSUES REGARDING PASSENGER SCREENING
NOT ALL AIRCRAFT EQUIPPED WITH T-CAS
DUTY TIME IS A BIG PROBLEM,
CONSISTENT TRAFFIC CONGESTION
WANTS TO SEE MORE QUESTIONS THAT INVOLVE ATC COMMUNICATIONS
IT IS VERY ANNOYING TAKING BATHROOM BREAKS NOW. SOMEONE HAS TO BE CALLED FROM THE BACK TO COME INTO THE COCKPIT WHILE YOU GO TO THE HEAD AND THEN THE DOORS ARE BARRED FROM THE INSIDE.THERE ARE TOO MANY HOOPS NOW TO GO THROUGH. SKY MARSHALLS ARE BETTER.
TOWING OR PUSHING THE AIRCRAFT FROM THE GATE DAMAGED THE HYDRAULIC CYLINDER AND ILS ANTENNA
SEPARATION BETWEEN [AIRCRAFT TYPE X] AND OTHER AIRCRAFT ON TAKEOFF
AIRCRAFT SPACING CONGESTION ON FINAL APPROACH
MULTIPLE TOWER FREQUENCIES GIVEN FOR TWO PARRALLEL RUNWAYS
FATIGUE FACTOR
ADDRESS AIR TRAFFIC CONTROL MORE
VERY CHALLENGING ARRIVAL AND DEPARTURE PROCEDURES, STANARDIZATION OF ARRIVAL AND DEPARTURE PROCEDURES NATIONWIDE
AIR BORNE RADIATION
SOME APPROACH PHASE INBOUND COMMJNICATIONS CHATTER BECOMES EXTREME
PRM APPROACHES, 1000 SEPARATION DISTACE ON HIGH APPRACHES,
DUTY TIME AND REST
DO PEOPLE TRUST THE ACCURACY OF THE NAVIGATIONAL AIDS.
AIRCRAFT MOVEMENT ON THE GROUND AT ALL MAJOR HIGH DENSITY AIRPORTS
ON ATC CLEARENCES WITH REGARD TO TOO MUCH INFORMATION AT ONE TIME OR TOO MUCH TO READ BACK IN A SINGLE CLEARENCE , SPEAKING TOO QUICKLY, ATC TALKING OR GIVING DIRECTIONS WHILE AIRCRAFT IS STILL ON ITS ROLL OUT ON LANDING
AIRCRAFT AND GROUND TRAFFIC
PILOTS FATIGUE
CHANGING APPROACH CONTROL FREQUENCIES WITHOUT VERIFYING INTENDED RUNWAY
HIGH APPROACH SPEEDS, SLOW US DOWN IN BUSY PLACES LIKE [AIRPORT X]
CAPACITY PROBLEM-SITUATION ON RUNWAY WHEREBY 2 OR 3 AIRPLANES ON RUNWAY AT THE SAME TIME WHICH CAUSES GO-AROUNDS, TOO CLOSE, THINGS VERY TIGHT ON RUNWAY.
AIRPORT SATURATION; AIRPORT X
RADAR GOING DOWN -ANTIQUATED EQUIPMENT FOR ATC
MAINLY SECURITY CONCERNS-WE SHOULD BE ALLOWED TO CARRY GUNS IN THE COCKPIT
ATC IS UNDERMANNED AND THE EQUIPMENT IS ANTIQUATED, AND THERE NEED TO BE CHANGES
REDUCED SEPARATION BET. HEAVIES & NON-HEAVIES. ALSO, BEING RELEASES FROM RADAR WHILE BEING AMONG OTHER AIRCRAFT. ALSO, LACK OF COMPETENCY RE L.E.O.'S
LOST COMMUNICATION WITH ATC. SOMETIJMES YOU DON'T COPY OR YOU FLY OUTSIDE OF THE CONTROLLER'S AIRSPACE AND YOU HAVE TO SEARCH FOR FRQUENCY--YOU'VE LOST COMMUNICATION.
EONOMIC OF HAVING A THIRD PILOT IN A COCKPIT IS VERY NEEDED,BUT NOT AFFORDABLE
FATIGUE, ESPECIALLY FOR NIGHT FLIGHTS FLYING WITH CARGO
FREQUENCY CONGESTION IS A PROBLEM; MAY BE BEST NON-VERBAL COMMUNICATION
HUGE LACK OF KNOWLEDGE ABOUT CLASS E AIRSPACE OPERATIONS
SECURITY ISSUES ON GROUND PERSONNEL , OVERABUNDANCE OF OPERATIONAL BULLETINS
CREW REST ON LONG HAUL OPERATIONS

D3A
1) AIRPORT MARKINGS OUTSIDE LOCATION X NEED TO BE IMPROVED. 2)THE FOREIGN ATC'S NEED TO SPEAK BETTER ENGLISH
COMMUNICATIONS, QUALITY OF ATC WITHIN APPROACH AND DEPARTURE CONFINES, ON ROUTE COMMUNICATIONS AND TERMINAL AREA.
IFR AND VISUAL TRAFFIC AT DIFFERENT BUT CLOSE AIRPORTS EX: [AIRPORT X]
A COUPLE OF YEARS AGO THE FAA CREATED THE NATIONAL COMMAND CENTER.WHEN PROBLEMS ARE ANTICIPATED THEN AIRCRAFT ARE RE-ROUTED. THIS IS DONE AFTER THE CREW HAS PREVIOUSLY TAKEN INTO CONSIDERATION FUEL, WEATHER, ETC. CONDITIONS FOR REACHING THE DESTINATION.
ALMOST ALWAYS ON THE LEG FROM AIRPORT X TO AIRPORT X WE'RE DENIED THE RUNWAY WE'VE REQUESTED, BRIEFED INSTRUMENT APPROACH FOR THE DESIGNATED RUNWAY, AND THEN GIVE OUR REQUESTED RUNWAY CLOSE TO APPROACH; THIS CAUSES LAST-MINUTE CREW ATTENTION VISUALLY
CLOSE END PARALLEL APPROACHES
SECURITY AT TSP LEVEL
ALTITUDES ASSIGNED BY ATC ARE NOT ALWAYS ACCOUNTED FOR IN PUBLISHED FLIGHT PLANS. THIS IS MY BIGGEST GRIPE RIGHT NOW.
ATC GIVES PREFERENTIAL TREATMENT TO CERTAIN AIRLINES, NAMELY AIR CARRIER X AND PILOT CONSIDERS THAT UNFAIR AND UNSAFE
THE MILITARY TRAFFIC SHOULD NOT BE MIXED IN WITH COMMERCIAL TRAFFIC IN EUROPE; ATC MAKE YOU MAINTAIN VERY HIGH SPEED AND CUT YOU IN SHORT IN [LOCATION X] AND [LOCATION Y]. THEY'RE TOO MUCH IN A RUSH IN EUROPE...I WANT MORE MILEAGE..IT'S UNSAFE. HIGH CONGESTION.
PILOTS NEED BETTER UNIVERSAL ID"S
A T C AT ALMOST EVERY MAJOR AIRPORT ARE CRAMMING MORE AND MORE AIRPLANES IN MINIMUM SPACE
GROUND OPERATIONS AT AIRPORT X WITH DATALINK TAXI REQUIRES TOO MUCH HEADS DOWN TIME AND SECURITY AT AIRPORT X IS DISCOURTEOUS. "I WOULD APPRECIATE IF THE SCREENER WOULD ASK BEFORE
FALSE TCAS REPORTS, FALSE LOCATIONS ON TCAS ALERTS
BLOCKED FREQUENCIES, SIMULTANEOUS TRANSMISSIONS COULD BE ALLEVIATED BY ACCELLERATING DATA LINKS AND SOMETHING THAT CAN ALERT YOU WHEN YOU ARE TRANSMITTING AND SOMEONE IS TRYING TO TRANSMIT TO YOUKS
AT AIRPORT X THE SATELLITE AIRPORTS ARE GIVEN LOWER ALTITUDES + MAY NOT SEE SMALLER CRAFT
CONCERN FOR TRAFFIC CONGESTION COLLISION AVOIDANCE IS A CONCERN: NEED BETTER HANDLE ON PLANES THAT ARE NOT TRANSPONDER EQUIPPED
MAJOR AIRPORTS ONLY HAVE TWO A T C ,VERY UNSAFE,ALSO GIVEN TRAFFIC ADVISERIES DURING TAKE OFF ROLL
WEATHER AND ATC FLOWS, THERE SHOULD BE MORE ABOUT THIS , DEPARTURE AND ARRIVALS WITH REFERENCE TO SEVERE WEATHER, SOME ATC CONTROLLER ARE MORE COOPERATIVE THAN OTHER IDENTIFIED BY CERTAIN AIRPORTS , QUESTIONS LIKE DO YOU HAVE TROUBLE WITH TRAFFIC(CON
EXPAND THE FREQUENCY CONGESTION QUESTIONS, ADDING ADDITIONAL GROUND CONTROLLER FREQUENCIES FOR INITIAL CALL UPS
PILOT HAVING GUNS
APPROACH CONTROL, SEPERATION ISSUE FOR PILOTS
MISSILE THREAT IS A GREAT CONCERN (SURFACE TO AIR MISSILE)
ATC IN LOCATION X SPEAKS TO OWN PILOTS IN SPANISH ONLY-THIS IS DANGEROUS FOR NON-SPANISH SPEAKING PILOTS
CREW COORIDINATIONS, COCKPIT RESOURCE MANAGEMENT
AIRCRAFT TYPE X LIMITATION OF 300 KNOTS WHEN TRYING TO LAND REGARDING (SPEED BRAKES) DUE TO THE RESTRICTIONS IN THE TERMINAL AREA..
PILOT FATIGUE

D3A
MORE T-CAS ?'S AND CONFLICT WITH OTHER AIRCRAFT AIRBOURNE
ATC SYSTEM IS ANTIQUATED
COMMUNICATION OF NOTAMS
CREW DUTY DAY. CIRCADIAN RHYTHM SCHEDULING CHANGES.
CREW REST
TSA
CHECKING IN AND OUT OF THE AIRPORT (SECURITY)
CONGESTED FREQUENCIES, DATALINK USE VERSUS HF, PROBLEMS WITH ATC COMMUNICATION TIMES IN HIGH TRAFFIC AREAS
SOMETIMES PASSENGERS MISTAKE THE COCKPIT FOR THE BATHROOM-THAT NEEDS TO BE CORRECTED; PASSENGERS HAVE BEEN CAUGHT IN THE COCKPIT BEFORE BOARDING IS COMPLETED & THAT IS DANGEROUS
TRAFFIC CONGESTION ON THE GROUND, COULD BE AVOIDED- UNNESSESARY DELAYS CAN BE AVOIDED ALSO
TIMELY WEATHER-THUNDER STORMS MOVING AS RAPIDLY AS THEY ARE. IF THEY COULD GET PICTURES TO CONTROL THE WEATHER.
OVERALL CONGESTION AT BUSY AIRPORTS
LAND AND HOLD-SHORT OPERATIONS
SHOULD HAVE QUESTIONS ABOUT ATC WORKING GROUND AND AIR TRAFFIC AT THE SAME TIME
MILITARY AIRSPACE RESTRICTIONS PROHIBIT WEATHER DEVIATIONS REQUESTED
MY COMPANY'S RESEERVES STAFF ARE BEING PUSHED TO THE LIMIT CONSTANTLY.
LATE AT NIGHT THE CONTROLLERS HAVE O MANY THINGS TO DO.THE VISUAL APPROACHES IN THE MAJOR
R SAID THAT THE CONGESTED AIRPORTS ARE THAT WAY BECAUSE LACK OF PEOPLE BEING LESS QUALIFIED.THERE ARE TO MANY LITTLE PLANES THAT CONGEST THE AIRWAYS
MISSING RREQUENCY CHANGES--LIKE CHANGE FREQUENCY OR MISS A TRANSMISSION
INCREASING CONGESTION OF AIRSPACE IN THE TERMINAL AREAS
AIRPORT CAPACITY UNABLE TO KEEP UP WITH THE AMOUNT OF TRAFFIC BEING GENERATED. CONGESTION WITHIN 30 MILES OF AIRPORT
CONFUSION DURING SNOWSTORMS
FATIQUE PROBLEMS
HUMAN FACTORS ISSUES
SIMILAR CALL SIGNS DURING THE DYA AND NIGHT ARE CONFUSING TO ATC AND THE OPERATING CREW MEMBER;GUYS RESPOND TO THE WRONG CALL SIGNS, THEN THERE'S FREQUENCY CONGESTION AND CAN'T QUITE UNDERSTAND THE ORDERS
GPS NOT RELIABLE AT ALL TIMES
GO AROUNDS DUE TO TRAFFIC CONGESTION AT AIRPORTS
CONGESTION IN LARGE AIRPORTS. VECTORING AT LOW ALTITUDES
RUNWAY INCURSIONS-TAXIING AIRCRAFT INADVERTENTLY ENTERING RUNWAY
FREQUENCY OF UNREQUESTED CLEARENCE CHANGES POSE SERIOUS SAFETY PROBLEMS
COCKPIT AND GROUND SECURITY ISSUES BETTER DOORS, QUESTIONS ABOUT CATERING STAFF
LAND AND HOLD SHORT OPERATIONS
ASK ABOUT BEING POORLY HANDLED BY THE CONTROLLERS, IE BAD VECTORS, EXPECTED HIGH SPEED APPROACHES HIGHER THAN NORMAL
AIR TRAFFIC CONTROLLERS HAVE DIFFICULTIES PROVIDING ENOUGH SPACE FOR AIRPLANES LOCALLY
MAKE SURE THE FRENCH SPEAK ENGLISH ALL THE TIME
FREQUENCY CONGESTION--IN WEST OF USA NOT A PROBLEM. BUT IN HIGH TRAFFIC AREAS WITH WEATHER-A MAJOR PROBLEM. PROBLEM AT LARGER AIRPORTS TOO L+AHS BECOMING A PROBLEM@ LARGER AIRPORTS. # OF PLANES HANDLED BY ATC @ SATURATION POINT.

D3A
SECURITY ISSUES RELATING TO SERVICES SUCH AS CATERING
OVERCROWDED AIRWAYS IN PARTS OF THE COUNTRY, NOT UNIFORM PROCEDURES
TERRORISM
FATIGUE
MORE QUEST ABOUT ATC & SEVERE WEATHER CHANGES
POWER OUTAGE IN [AIRPORT X] CAUSED US TO NOT BE IN CONTACT WITH ATC
WAKE TURBULENCE OF SMALL PLANES BEHIND LARGE ONES
TAXI NAMES & IDENTIFICATION
MAYBE TRAFFIC CONGESTION; THERE ARE ALMOST TOO MANY SAFETY PROCEDURES IN PLACE ALREADY
SOME OF THE NEW FMS THAT'S ON PLANES ,WE'RE HAVING PROBLEMS WITH THEM,ESPECIALLY THE ONE CALLED COMPONENT X
AIRCRAFT CONFLICTS & GO AROUNDS AT INTERSECTING RUNWAYS
COMMUNICATIONS AFTER TAKE-OFF REGARDING TO AIRPORT X AND SMALL PLANES FROM LOCATION X; THEY SEEM TO GROUP THE AIRPLANES
TRAFFIC HANDLING IN THE AIRPORT X, THEY SEND YOU TO VERY LOW ATTITUDES-BURNS A LOT OF GAS
THE USE OF SINGLE CONTROLLER AT NON PEAK TIMES AT MAJOR AIRPORTS TO HANDLE MORE THAN ONE ASSIGNMENT FOR EXAMPLE COMBINING GROUND CONTROL, TOWER AND POSSIBLY CLEARENCE DELIVERY INTO A SINGLE FUNCTION:IT IS A SAFETY HAZZARD
AT MANY AIRPORTS WHEN ATC WORKING MULTIFREQUENCIES, BOTH GROUND AND AIR CONTROLERS
CONGESTION AT MOST MAJOR AIRPORTS,TO MANY SMALL JETS
FATIGUE ON LONG-HAUL FLIGHTS
ASK ABOUT CHANGES OF CLEARANCES THAT DONT' MAKE SINCE LIKE TAKING A DELAYED VECTOR THEN TOLD TO SPEED UP (WASN'T NECESSARY TO BEGIN WITH)
AIRPORT SECURITY IN TERMS OF PASSENGER SCREENING
TSA ISSUES AND RAMP SECURITY ISSUES, RAMP MONITORING, NEED TO ALLOW PILOTS TO HAVE GUNS
FATIQUE
APPROACH AID WASNOT OPERATIONAL AND ATC DIDNOT HAVE PROPER INDICATION OF THAT OUTTACH
NO INTERNATIONAL DUTY LIMITS, ALSO WE COULD USE IMPROVEMENT ON TAXIWAY MARKINGS AND SIGNS
CALL SIGN CONFLICTS - THOSE THAT ARE TOO SIMILAR
CREW FATIGUE
FREQUENCY CONGESTION IS A BIG PROBLEM.
LAND & HOLD SHORT OPERATIONS NEED TO BE LOOKED AT AND QUESTIONS NEED TO ASKED ABOUT THEM; PRM APPOACHES ARE STARTING TO COME IN, SOME QUESTIONS SHOULD BE ASKED ABOUT THEM ALSO.
ATC OVERLOAD
UPDATE EQUIP.
SECURITY
FATIGUE
FLOW CONTROL BETWEEN CENTERS
COMMUNICATIONS ISSUES SHOULD BE EXPANDED TO INCLUDE CELLL, REALTIME WEATHER AND REALTIME COMMUNICATIONS VIA CELL AND SATILLITE,
IS YOUR TSCAS EQUIPPED? ALL SHOULD BE. IT ALSO SEEMS THAT CARGO CARRIERS ARE LEFT OUT OF THE LOOP WITH SECURITY MEASURES SINCE [EVENT X]
SECURITY ISSUES FOR CREWMEMBERS AE OF CONCERN.
ATC ARE PUSHED AND WANT TO PUT MOVE MANY PLANES. THEY ARE NOT THERE FOR SAFETY BUT TO MOVE
LEGS ARE BEING FLOWN EXCEEDING 8 HOURS ,WHILE SCHEDULED FOR UNDER 8 HOURS TO PRECLUDE THE USE OF AN ADDITIONAL PILOT

D3A
SECURITY ISSUES
UPDATING NOTAMS IN A TIMELY MANNER+ HAVE ALL THAT WE NEED TO HAVE
LONGER RECALL PERIOD
WITHIN THE LAST 30-DAYS R HAS BEEN SELECTED FOR REGULAR DETAILED SEARCHES OF HIS PERSON & BELONGINGS; R SAYS THIS IS EXCESSIVE
CREW DUTY LIMITATIONS, SICK POLICY, HEALTH ISSUES, FATIGUE
FMS DESIGNED AIRPLANES ARE NOT EQUIPPED TO HAVE CHANGES AFTER 100000 FT
ON THE OCEANIC CROSSINGS THE RADIO FREQUENCIES ARE TERRIBLE
THRE IS A LARGE DISCREPENCY ABOUT WHO GETS THRU SECURITY AND WHO DOSEN'T THIS IS THE BIGEST THREAT TO SECURITY THT THERE IS NO UNIFORM METHOD-A SYSTEM IS NEEDEDFOR SECURITY CHECKPOINTS
PILOT FATIGUEQUESTIONS
NEW POLICY OF MONITORING GUARD FREQUENCY AROUND TERMINAL AREA
AIRWAY CONGESTION; NEED MORE ATC CONTROLLERS
REROUTING OF AIRACRAFT FOR WEATHER-RECLEARED AT 700 MILES TO FLIGHT PLAN-HAVE TO GO BACK +GET GAS. NOT DONE TIMELY ENOUGH -DEVIATES ARE TOO FAR AWAY FROM WEATHER THAT WE CANNOT GO WITH THE GAS WE HAVE.
FREE FLIGHT AND DIRECT ROUTING QUESTIONS SHOULD BE ASKED
SECURITY RELATED ISSUES AND CREW MEMBERS ACCESS TO THE AIRPLANE OR CREW TRYING TO GET PAST
ON BOARD AIR FRIGHT
COMMUNICATION BETWEEN ATC AND THE PILOTS. THERE ARE MANY PEOPLE TALKING OVER EACH OTHER AND IT BLOCKS OUT A LOT OF THE RESPONSES THAT ARE SENT OUT BY ATC. THERE ARE MANY MISSED CRITICAL COMMANDS BECAUSE YOU ARE CUT OUT BY SOMEONE WHO HAS ALSO REQUESTED .
[AIRPORT X] ARTCC
GUNS IN THE COCKPIT, SAFETY IN FRACTIONAL AIRLINE NO SCREENING OF PASSENGERS
SEEMS LIKE NO COORDINATION GOING ON WITH A T C AND THE PILOTS
CONFUSION WITH SIMILAR-SOUNDING CALL SIGNS, TAXIWAY NAMES THAT HAVE TWO LETTERS TO DESIGNATE ONE TAXIWAY
ASK ABOUT ARMED PILOTS IN THE COCK-PIT
VERTICAL NAVIGATION SYSTEMS...VNAV USAGE.
SECURITY SCREENING
SECURITY ISSUES COCKPIT ENTRY ADD ADDITIONAL DOOR
QUESTIONS ABOUT SECURITY AND SAFETY ISSUES
DELAYS AT CENTRAL HUBS ARE GETTING WORSE IN AIRPORT X, EN ROUTE CENTRE DELAYS AND INCREASING
TSA IS USELESS ALOT OF MONEY SPENT NO REASON
LANDING AND HOLDSHORT PROCEDURES--
SPACING PROBLEMS THAT EXISTED PRIOR TO X HAVE BEEN GREATLY CURTAILED.
R SAID THAT CURRENT LIFE STYLES, EXAMPLE PAY CUTS BANKRUPTIES,RETIREMENT.
FACILITATION(PASSPORT CONTROL)
GPS NAVIGATION AND PROXIMITY OF ALL AIRCRAFTS TO THE EXACT CENTER LINE OF THE AIRWAY INVOLVING NORTH PACIFIC ROUTES.
WHEN R IS LANDING AND ROLLING OUT AND CONTROLLER IS TELLING HIM TO HURRY OFF THE RUNWAY. R DOESN'T THINK THIS IS APPROPRIATE.
NEW CONTROLLER PILOT
RVSM AIRSPACE QUESTIONS
TAXIWAY MARKINGS QUESTIONS,
[AIRPORT X] AIRPORT SPACING, PARALLEL OPERATION

D3A
I'LL REITERATE..THERE ARE STILL AIRCRAFT OUT THERE WITHOUT AUTOMATION...BROADCAST WHAT YOU'RE USING AND USE WHAT YOU'RE BROADCASTING....IT 'S DIFFICULT TO MAKE CHANGES IN THESE AIRCRAFT.
CONGESTED AIRPORTS AND INAPPROPRIATE MINIMINUN SEPERATIONBETWEEN LANDING AIRCRAFT,:LATE VECTORING TO ALOCALIZER
THERE ARE TOO MANY TO BE SPECIFIC AND WE WOULD BE TALKING FOR THE REST OF THE DAY.
CARGO NEEDS TO BE CHECKED WHEN SENT ON AIRPLANES FOR BOMBS ETC.
R FLIES OUT OF [AIRPORT X] AND SAYS THE VISUAL GLIDE SLOPE ALSO R SAYS THERE IS NO REQUIREMRNTS FOR THE CONTROLLER FOR ALTTITUDE ALSO [AIRPORT X] NEEDS TO BE CORRECTED AT [AIRPORT X].
CONGESTION ON THE GROUND AT MAJOR AIRPRTS; TAXIWAYS ARE NOT STANDARD AND GROUND CONTROL ISSUES INSTRUCTIONS REALLY FAST WHICH CAN MAKE IT PRETTY HECTIC.
COCKPIT SECURITY ISSUES, CAMERA AND STANDARDIZING AIRLINE PROCEDURES
ASK ABOUT PEOPLE'S EXPERIENCE WITH LAND AND HOLD SHORT OPERATIONS, ASK ABOUT PEOPLE'S EXPERIENCE WITH PRM APPROACHES AND ASSOCIATED TRAINING
TIGHT SEPARATION LIMITS ON APPROACH AND TAKEOFF
AIRPORTS ARE NOT SCREENING BAGS THAT GO IN THE CARGO HOLD FOR EXPLOSIVES.
COMMUNICATIONS AT FOREIGN AIRPORTS
CLEARANCE CHANGE ISSUES PERTAINING TO VISUAL APPROACHES SHOULD BE TREATED WITH THE SAME RULES AS A CONTACT APPROACH.
THE COMPANY IS PUSHING TO THE FAR LIMITS, THE PROBLEM IS FATIGUE THE CO LOBBIES THE POLITICIANS TO INCREASE THE DUTY TIMES
AT AIRPORT X NOBODY HAS ANY RAMP CONTROL, ESPECIALLY WITH THE NEW TERMINAL; UNCONTROLLABLE AREAS (RAMPS) AT AIRPORTS
ENROUTE FLIGHTS,MULTIPLE FREQUENCIES,AIR CREW NEED TO BE ON SAME FREQUENCY ,SINGLE FREQENCY WHEN CROSSING ACTIVE RUNWAYS USED FOR TAKEOFF
REDUCED VERTICAL SEPERATION
LACK OFM STANDARDIZATION BETWEEN THE US AND EUROPE, SPEC. ATC PHRAZOLOGY AND TRANSITION LEVELS IN EUROPE
CREW SECURITY ISSUES FOR JUMP SEATING PASSENGERS, FINGERPRINTING FOR PILOTS
OPERATIONS [AIRCRAFT TYPE X] INTO NON-TOWER OPERATIONS WHEN THE TOWER ARE NOT OPEN
SECURITY OF AIRPORTS APPEARS A GREATER SAFETY HAZARD
CHECK MAINTENANCE ON PLANES ESPECIALLY ON CARGO PLANES
FATIGUE AND HOW IT IMPACTS ON FLIGHT CREW PERFORMANCE
NDV APPROACHS--OLD TECHNOLOGY--NOW HAVE GPS WHY PUT OLD TECH IN 100 MILLION DOLLAR PLANES---AIRPORTS SHOULD HAVE ILS WITH A DME ON THE FIELD-- [EVENT X]
MORE ATTENTION SHOULD BE GIVEN TO PROBLEMS WITH STARTING AN APPROACH TOO HIGH & TOO FAST TO SAFELY PREPARE FOR LANDING
FREQUENCY CONGESTION
ADDRESS PROBLEMS OF FATIGUE; FLYING ON BACKSIDE AND FRONT OF CLOCK AND PROBLEMS CREATED FOR EACH DIFFERENT CIRCUMSTANCE;
HUMAN FACTORS
GPS - LOOKING AT COOL COMPUTER SCREEN AND PUSHING BUTTONS INSTEAD OF LOOKING OUTSIDE.
AIRPORT SIGNAGE & RUNWAY INCURSIONS
SECURITY IS STILL A CONCERN
LANGUAGE DIFFERENCES, COMMUNICATION ISSUES
OVERSATURATION OF AIR TRAFFIC CONTROL
THE NATIONAL AVATION SYSTEM (TSA) IS THE PROBLEM.

D3A
INADVERTANT TCAS TRAFFIC ADVISORIES ON FINAL APPROACH
WE NEED BETTER COMMUNICATION BETWEEN CENTERS IN BAD WEATHER AT ARRIVAL AIRPORTS
FATIGUE
SIMILAR CALL SIGNS BETWEEN AIRCRAFT COMPANIES, GOOD CONTROLLER WORKING MULTIPLE FREQUENCIES
ASK ABOUT VECTORING CHANGES IN APPROACH AIRSPACE AND ITS EFFECT ON UNCALLED TRAFFIC THAT PILOTS SEE DEVELOP ON TCAS
FREQUENCY CONGESTION FOR AIR TRAFFIC CONTROLLERS
8 AND 24 , PROBLEM WITH CREW DUTY , THE PROBLEM IS FATIGUE CAUSED, WE ARE NOT NECESSARILY DOING 8 AND 24 , FLYING ON THE BACK SIDE OF THE CLOCK CREATES PROBLEMS WITH FATIGUE AS IT IS
INTERNATIONAL FLIGHT COMMUNICATIONS WITH FOREIGN CONTROLLERS
SAFETY ON TARMAC
FATIGUE. AIRPORT LIGHTING MOSTLY GROUND OPERATIONS. NON PRECISION APPROACHES.
STEPPED ON TRANSMISSIONS FROM THE CONTROLLERS--YOU DON;T HEAR THEM BUT THEY THINK YOU'VE HEARD. THIS SEEMS TO BE THE MOST COMMON.
THERE IS ANEED FOR REAL TIME WEATHER INFORMATION IN THE COCKPIT AREA.
DUPLICATE RESPONSES OUT OF AIRPORT X CLEAR FOR TAKEOFF. ALWAYS CHANGING EXTRA WORDS AND EXTRA CLEARANCE
AT AIRPORT X RECENTLY WE GOT A REVISED CLEARANCE FOR A SITUATION DOWN THE LINE. AIRCRAFT IN FRONT OF US DIDN'T GET THE REVISION UNTIL AFTER AIRBORNE AND HAD TO DIVERT; HAD COMMUNICATION BEEN BETTER, THAT WOULDN'T HAVE HAPPENED.AD TO
THE RUSM
ATC VECTORING AT CRUISE ALTITUDE & RESULTING WAKE. ALSO, AIRPORT SIGNAGE-INEXPENSIVE BUT IMP. FOR PILOTS, VERY FEW AIRPORTS HAVE IT
REGIONAL JET TRAFFIC AT MAJOR AIRPORTS
FURLOUGH QUESTIONS, FLIGHT ATTENDANT IN THE COCKPIT WHEN PILOTS LEAVE
R FEELS PRIORITY IS GIVEN TO COMMERCIAL AIRLINERS. IF THIS IS TRUE R WOULD LIKE TO BE TOLD. ATC ALWAYS BRINGS DOWN COMMERCIAL AIRLINERS BEFORE CORPORATE AND HE WOULD LIKE TO KNOW SO HE CAN LET PASSENGERS KNOW THEY MAY BE IN THE AIR A LITTLE LONGER.
CLEAR FOR TAKE OFF
ALLOW PILOT TO ASK QUESTIONS RATHER THAN FILL IN QUESTIONS ASKED - PERIOD OF QUESTIONS ASKED SHOULD BE LONGER THAN 2 MONTHS.
60 DAYS IS NOT NEARLY ENOUGH TO ASSESS ONE PILOT'S EXPOSURE. MOST ARE MORE CONCERNED ABOUT GROUND OPERATIONS.
NOISE ABATEMENT PROCEDURES- DEPARTURE ROUTES
CIRCADIAN RHYTHM DISRUPTIONS
PROCEDURAL IDENTIFICATION PROBLEMS HAVE BEEN VIOLATED & A BLATANT SECURITY VIOLATION IN [AIRPORT X] WHO APPEARED TO BE "EMPLOYEES" ...THEY ACTUALLY SET OFF ALARMS & WERE STOPPED BY THIS PILOT.
DELAY VECTORING OFF COURSE FOR TRAFFIC NEAR AIRPORT. [AIRPORT X] ESPECIALLY
COMMUNICATION PROBLEMS WITH TOO MANY CONTROLLERS WORKING MULTIPLE FREQUENCIES AND HEARBACK PROBLEMS WHERE THE PILOT OR CONTROLLER GIVES INSTRUCTIONS AND THE RECEIVER DOESN'T HEAR IT. FATIGUE AFFECTS PILOT PERFORMANCE IN REGARDS TO DUTY AND FLIGHT REGULATI
RATE OF COMMUNICATIONS AT SOME OF THE BIGGER AIRPORTS IS HEAVY AND A PROBLEM
CONGESTION
NEW COCKPIT DOORS MAKE IT DIFFICULT TO OPEN COCKPIT DOORS REMOTELY
INTERACTION WITH MAINTENANCE, WOULD BE GOOD,LANGUAGE BARRIER INTO ANOTHER COUNTRY
CHANGING OF FINAL APPROACHES IS A PROBLEM, ELONGATED SEPARATION FOR VERY BUSY APPROACHES

D3A
FATIGUE OF AIRCREW
BECAUSE OF RADIO FREQUENCY CONGESTION THE LACK OF STADARD TERMINOLOGY BY BOTH PILOTS AND TRAFFIC CONTROLLERS.
THE VOLUME OF TRAFFIC IN SOME AIRPORTS THE TRAFFIC IS TO CLOSE ARRIVING AIRCRAFT-DEPARTING
THE MORE SEVERE COLLISION QUESTIONS SHOULD BE ASKED FOR A LONGER PERIOD OF TIME, NOT JUST WITHIN 60 DAYS
SECURITY IS A NIGHTMARE-IT'S TOO BIZARRE
YOU MIGHT WANT TO ASK ABOUT FATIGUE.
FREQUENCY CONGESTION BARS ATC ACKNOWLEDGEMENT
WINDSHEAR MICROBURST ADVISORIES ARE A PROBLEM
BIGGEST PROBLEM IS FREQ. CONGESTION
AT AIRPORT X I'D LIKE TO SEE A VERY DEFINED HARD AND FAST AIRSPEED FOR EVERYBODY AT A CERTAIN ALTITUDE. ALL APPROACHES SHOULD BE CONSISTENT STARTING AT 280 KNOTS AT 17,000 FEET ALTITUDE.
PILOT FATIGUE
FLIES FOR [AIR CARRIER X] THEY USE ONE FREQUENCY FOR NUMEROUS TASKS SOMETIMES IT IS NOT CLEAR WHAT FREQUENCY YOU ARE SUPPOSED TO BE AND ONE ANSWER IS NOT ANSWERING ANY OF THEM LOSER TRAFFIC LOADS AT NIGHT. ONE PERSON IN THE TOWER IS DOING EVERYTHING. ON
ATC ALTITUDE AND SPEED ADJUSTMENTS ARE HARD TO COMPLY WITH. SOME ATC NOT HAVE ENOUGH KNOWLEDGE TO KNOW LIMITS-CAPABILITY OF MY AIRCRAFT
HIGH FREQUENCIES
LAND HOLD SHORT - LASHO OPERATIONS
CONGESTION IN AIRPORT X
ATC CONGESTION-DELAYS IN LOCATION X AND MAJOR AIRPORTS--SPACING AT MAJOR AIRPORTS-LESS SPACE MORE PLANES
FREQUENCY CONGESTION & INABILITY TO COMMUNICATE WITH ATC AT TIMES IS A SERIOUS PROBLEM AND IT IS GETTING WORSE
COCKPIT REINFORCED DOORS ENABLE TERRORISTS, THEY COULD OPEN THE DOOR AND TAKEOVER AIRPLANE, PASSENGERS CAN'T GAIN ACCESS TO COCKPIT TO HELP PILOT CAUSING THE GOVERNMENT TO SHOOT DOWN AN AIRLINE. THAT COULD BRING THE AVIATION SYSTEM AND U.S. TO COLLAPSE.
IMPROPER SPACING IS BEING APPLIED TO HEAVY AIRPLANES BEHIND COMMUTERS
ACCURATE WEATHER REPORTS
HOW MANY THINGS ARE FATIGUE RELATED WE ARE ASKING WHAT HAPPENED BUT NOT ASKING WHY
MORE EMPHASIS NEEDS TO BE PUT ON GROUND MOVEMENT OF VEHICHLES
ATC ROUTE CHANGES BUG ME FROM TIME TO TIME
CENTER CONTROLLERS WORKING MULTIPLE FREQUENCIES WHILE EN ROUTE
LAST MINUTE RUNWAY CHANGES FOR TAKEOFF CLEARENCE
THE TRAFFIC VOLUMENEEDS TO BE MORE ADDRESSED AND TO MANY PLANES FLYING AND LANDING.
INTERNATIONALLY COMMUNICATION PROBLEMS SPECIFICALLY IN LOCATION X AND LOCATION X (ENGLISH VERY POOR AND HARD TO UNDERSTAND
WAKE TURBULENCE ON TAKE-OFF WITH AIRCRAFT OF SAME CATEGORY
DEADHEADING THROUGH SECURITY ON RETURN
DO YOU FEEL THERE IS A LOSS OF PILOTING SKILLS DUE TO COMPLEXITY OF AIRCRAFT
A.T.C JAMMING- LOCATION X, LOCATION X, LOCATION X AIRPORTS
PILOT THAT FLY INTERNATIONAL SHOULD BE ASKED ABOUT AMBIGOUS CLEARANCES AND UNDERSTANDING FOREIGN CONTROLLERS SPEFICIALLY CENTRAL AND SOUTH AMERICA

D3A
WITHIN THE LAST 30 DAYS HAVE YOU TAKEN A TAXI CLEARANCE THAT YOU HAVE NOT BEEN ABLE TO COMPLY WITH BECAUSE OF FIELD CONDITIONS OR RUNWAY CLOSURES.
CONGESTION IN SYSTEM. TOO MANY [AIRCRAFT TYPE X] . ARE CONGESTING THE SKIES
REDUCED VERTICAL SEPARATION LIMITS TO 1000, LAND AND HOLD SHORT, INCREASES IN INCURSIONS
FAILURE OF OVERWORKED CONTROLLERS
TSA IT'S A JOKE. THEY HARASS CREWMEMBERS INSTEAD OF TAKING CARE OF THE PEOPLE THEY SHOULD.
FREQUENCY CONGESTION IN THE TERMINAL AREA IS A PROBLEM. I LIKE TO SEE MORE ALTITUDES FREE, MORE RUNWAYS.
INTERNATIONAL AIRLINES ONLY SPEAK THERE LANGUAGE
LAND AND HOLD SHORT PROCEDURES.
DOMESTIC R.V.S.M. SHOULD BE PUT ON SURVEYS
R SAIDS THAT MORAL IS POOR WITH MANY PILIOTS BECAUSE OL LAY OFFS. PAY CUTS, AND EARLY RETIREMENT. THIS WILL CAUSE MISTAKES IN THE COCKPIT R FEELS IT SHOULD GO TO CONGRESSTHIS BIG ISSUE
REST REQUIREMENTS
SECURITY PROBLEM
INCREASED TIME BY ATC SPENT ON LAND LINE COMMUNICATION-REQUIRES MULTIPLE CALLS BY PILOTS TO ATC FACILITIES
FATIQUE
OVER ATLANTIC, CARIBBEAN DIFFICULT TO GET ALT CHGS TIMELY
TRAFFIC CONGESTION AND HOLDING
FATIGUE ISSUES AND FAR REGULATIONS, CONGESTION ISSUES ON RUNWAYS, INCLUDING TCAS ON ALL CARGO AIRCRAFT
JUST SWITCHING ARRIVALS IN [LOCATION X]
INVESTIGATE VOR APPROACH IN AIPORT X FOR SAFETY DURING MARGINAL WEATHER
A MAJORITY OF MY FLIGHTS ARE CARGO AND FREIGHT. TCAS DOES NOT APPLY TO THEM, AND I THINK THAT ALL PLANES SHOULD BE REQUIRED TO HAVE TCAS ACESS.
SLEEP DEPRIVATION AND LENGTH OF TIME IN SCHEDULING
COMPANY RADIO CALL SIGN THAT CAN CONFLICT WITH ATC ROUTING (EX. MAKE-MODEL X) SHOULD APPROVE CALL SIGNS THAT ARE RELATED TO THE ATC CONTROL SYSTEM, CALL SIGNS THAT ARE REAL COMPLICATED TO SAY, SAY CONTACT AIRPORT X AND THEN GIVE FREQUENCY INSTEAD OF SAYIN
ARE MECHANICS THOROUGHLY SEARCHED...IF NOT, DOES THIS REPRESENTS A POTENTIAL SECURITY BREACH.
ATC SYSTEM HEAVILY LOADED
FATIGUE, SCHEDULING BEHIND THE CLOCK
CREW REST
SECURITY CHECKS ON CARGO
FREQUENCY CONGESTION IN THE TERMINAL AREAS ARE STILL A BIG PROBLEM
FATIGUE, CIRCADIAN NON-COMPLAINT SCHEDULES, INTIMIDATION FOR CALLING IN FATIGUE
GROWING CONGESTION AND CLASS B AIRSPACE.
FREQUENCY CONGESTION IS A PROBLEM ESPECIAALY GROUND CONTROL
CONGESTION IN THE NORTHEAST CORRIDOR
LOST OF RADAR BY ATC
EFFECTIVE APPLICATION OF TRANSPORATION IMPROVEMENT FUND; WE ARE NOT SPENDING IT; IF SPENT, WHERE WOULD IT BE SPENT MOST EFFECTIVELY;
THINKS THAT THE EXPERIENCE OF YOUNG PILOTS IS JUST THERE BUT THHIS IS ONLY A SMALL MAJORITY
LAND AND HOLD SHORT OPS
MAJOR RE-ROUTES FOR WEATHER ARE A PROBLEM

D3A
SEVERAL AIR FIELDS DO NOT CHANGE RUNWAYS TO ADJUST FOR WIND SPEEDS (AIRPORT X FOR
FREQUENCY CONGESTION IN GENERAL
FATGUE, FLIGHT TIME DURING NIGHT FLYING,SCHEDULED WHERE YOU GO FROM DAY FLYING TO NIGHT FLYING AND BACK ALSO COMPNAY WITHHOLDING DISMENATION OF COMPANY FLIGHT SAFETY REPORTS,MANAGEMENT NOT SHARING INFORMATION ON FLIGHT SAFETY REPORTS.
RUNWAY INCURSION
COMPANY MANAGEMENT SAFETY PRACTICES-INTERNAL SAFETY AUDITS WERE CONDUCTED BY MY COMPANY. PILOT INPUT WAS SOLICITED AND THE STUDY WAS COMPLETED. HOWEVER, THE RESULTS HAVE NOT BEEN REVEALED TO US DUE TO POSSIBLE LITIGATION & ADVICE BY ATTORNEYS.
GO MORE INTO FREQUENCY CONGESTION.
CONGESTION IN TAXI AREAS IN CONGESTED ACTIVE RUNWAY AREA
HOMELAND SECURITY NOT SECURE
TO SHORT PERIOD OF TIME BROADEN THE SCOPE OF TIME
SHORTAGE OF ATC TRANSMITTERS IN LOCATION X. ALSO AIRPORT X NEEDS ATIS.
PROBLEMS WITH CONTINUING USE OF HF RADIO INSTEAD OF SATILLITE TECHNOLOGY.
RADIO CONGESTION IS A PROBLEM. LOT OF CONTGESTION HARD TO GET IN
LACK OF TIMELY & ACCURATE TURBULANCE REPORTS BTW ATC SECTIORS
R SAID ATC FREQUENCIES RELATED ISSUES.
UNNECESSARY CALLS JAM FREQS; EG, VACATING ALTITUDE AFTER CLRNCE
DISCUSS SECURITY
PARALLEL VISUAL APPROACHES TO CLOSELY SPACED PARALLEL RUNWAYS, IE [AIRPORT X]
EXPERIENCE LEVEL OF INDIVIDUALS WITH CREW EXPERIENCE LEVELS INCLUDING ATC PERSONNEL. WHAT LEVEL OF ATC PERSONNEL ARE WE DEALING WITH. TOO MUCH PRESSURES ECONOMICALLY ATC AND COMPANY
VISUAL APPROACH CRITERIA AT HIGH DENSITY AIRPORTS. THE MORE MULTIPLE RUNWAYS THE HARDER IT IS TO IDENTIFY TRAFFIC.
CONTROLLERS AT SOME SECTORS USE MULT-FREQUENCIES, IT'S DIFFICULT TO CHECK IN WITH NEW SECTOR. TO ALLEVIATE THIS PROBLEM, I SUGGEST USING ACARS COMMUNICATION DEVICE INSTEAD OF BY RADIO.
NEGATIVE OPERATIONAL EXPERIENCES WITH LANDING HOLD-SHORT OPERATIONS; FLYING AT UNREASONABLY HIGH APPROACH SPEEDS TO THE OUTER MARKER
MORE COMMUNICATION QUESTIONS FROM AIRCRAFT PERSONNEL AND ATC
R SAID ASK A QUEST . HOW MANY LAND @HOLD SHORT OPERATIONS
IN CONGESTED AIRPORTS GETTING SQEEZED INTO THE FLIGHT PATH OF HEAVIES
AIRLINES WANT TO PRESSURE GUYS TO FLY SICK, ALTHOUGH THEY DENY THIS
IT IS INHERENTLY DANGEROUS ARMING FLIGHT CREW MEMBERS
SATELLITE COMMUNICATIONS FOR OVERSEAS FLIGHTS INSTEAD OF HF RADIOS
SIMUTANIOUS BROADCASTING BY TOWER
CONGESTION ISSUES - AIRSPACE CONGESTION, GROUND DELAY PROGRAM ON DEPARTURES, CREW DUTY DELAYS
CREWMEMBER FATIGUE
ATC NOT ENOUGH PEOPLE LATE AT NIGHT ESPECIALLY.
GROUND COMMUNICATIONS,TAXI CLEARANCES NEED BETTER GUIDELINES AND NEED TO BER SLOWED DOWN
RELIABILITY OF TCAS INTERNATIONALLY IMPACTING ON DOMESTIC CARRIERS,
CUT DOWN CONTROLLER CONGESTION IS THIS CAUSING ANY PROBLEMS BETWEEN 12 MIDNIGHT AND 5 AM
STANDARDIZED TURBULENCE REPORTING IS NEEDED.
QUALITY OF WEATHER INFO AND SPEED WE GET IT. DATA LINK DESIRABLE.WHY CARGO CARRIERS DON'T HAVETCAS ON BOARD. ATC NOT REQUIRED TO LISTENED TO READ BACK OF INSTRUCTIONS. TOO MANY CRAFT IN ONE PLACE AT ONE TIME. AUTOMATION IS GOOD BUT WHEN CHANGES HAPPE

D3A
APPARENTLY CONFLICTING TAKE-OFF-CLEARANCE INSTRUCTIONS-WHEN THEY PUT ANOTHER PLANE IN FRONT OF YOU WITHOUT GIVING A REASON--THIS HAPPENS AT LOCATION X
PROBLEMS AT MAJOR CITY TERMINALS LIKE [AIRPORT X]. THERE ARE TOO MANY AIRPLANES BEING HANDLED ON THE FREQUENCY AND WHEN STORMS COME IN IT IS HARD TO GET THROUGHT TO ATC TO GET SOME DIRECTION.
RADIO CONGESTION
OUTSOURCING MAINTENANCE TO OVERSEAS BASES
CREW DUTY TIME, FATIGUE, ATIS INTO [AIRPORT X] IS POOR.
I FEEL PILOTS NEED MORE SUBSTANTIAL NATIONAL ID AND AIRLINE ID, BECAUSE WHAT WE HAVE NOW IS A JOKE, THEY'RE LIKE LAMINATED CORN FLAKE BOX TOPS.
COMMUNICATION IN OTHER COUNTRIES
MORE DOPPLER RADAR IN THE [LOCATION X]
FREQUENCY CONGESTION IN A TIME CRITICAL MANNER, NOISE ABATEMENT SYSTEMS AND UNSTABILIZED APPROACHES
THE NEW SECURITY MEASURES MAKE ME FEEL MORE HARASSED THAN SECURE. THE SAME PEOPLE ARE DOING THE SAME THINGS RE SECURITY AS BEFORE X BUT NOW UNDER A DIFFERENT GUISE.
WHEN A COMPANY RECEIVES A BOOM THREAT AND THE PACKAGE THAT WAS POSITIVELY IDENTIFIED WITH A TRACING NUMBER AND THE CO. ALLOWS THE AIRPLANE TO TAKE OFF FLY TO THE DESTINATION LAND AND THEN STHE CREW IS TOLD TO GO TO A HOT SPOT AND LAND , WITHOUT AN EXPLAI
MANUEVERING CRAFT IN RAMP AREA. ON PUSH BACK , CREW DID NOT UNDERSTAND MY INSTRUCTIONS. ON RAMP APPROACH ONCE HAD 2 GUIDE GUYS AND THEY WERE NOT READY FOR US TO COME IN.
SECURITY QUESTIONS AND CREW SCREENING
[AIRPORT X] WITH THERE NOISE ABATEMENT PRACTICES OVER WATER APPROACHES AND TAKE OFFS
QUESTION ABOUT LAND AND HOLD SHORTS? , CONTROLLERS ON MULTIPLE FREQUENCIES
SAFETY ON THE RAMP AREA, ALL THE MOVING CARS AND CATERING TRUCKS ETC. GET INJURED HURT OR HAVE ACCIDENT
UNREQUESTED RUNWAY CHANGE. RUNWAY CHANGE @ AIRPORT X UNSAFE EVEN THOUGH IT IS DONE MORE THAN 10 MILES IS NOT SAFE
IN ATTEMPTING TO GET US TO A RUNWAY CLOSER TO WHERE WE ARE PARKING A.T.C SHOULD HAVE US LAND ON THE SIDE OF THE AIRPORT THAT WERE'RE LAND ON INSTEAD OF THE OPPOSITE
SEPARATION OF INSTRUMENT AND VISUAL APPROACH AIRCRAFT
TIMELY INFORMATION RELAYED TO THE COCKPIT REGARDING ANY TERRORIST ACTIVITIES ON OTHER AIRCRAFT
CREW FATIGUE, LENGHTY DUTY DAYS AND FLYING AT NIGHT.
CREW FATIGUE
R CONCERNED ABOUT ATC WORKING 2 FREQUENCIES AT A TIME FELT IT SHOULDN'T BE DONE.
FAA LACK OF OVERSIGHT OF THE SYSTEM IN GENERAL
THE LENGTH OF DUTY DAY WHEN FLYING AT NIGHT; FATIGUE;NOT ENOUGH REQUIRED REST;THERE SHOULD BE SPECIFIED REST APPROPRIATE FOR THE TIME IN FLIGHT
COMMUNICATIONS HF FREQUENCIES VERSUS VHF CROSS ATLANTIC AND CROSS PACIFIC WITH HF IS EASIER AND SAFER. RAMP EQUIPMENT SAFETY NEEDS TO BE ADDRESSED-COMMUNICATION WITH VEHICLES AND CREW. CREW SHOULD KNOW EVERY MOVEMENT.
THE FAA DOES NOT PUT ENOUGH EMPHASIS ON STANDARDIZATION.
ALTITUDE ASSIGNMENTS AND PROXIMITY, SPECIFICALLY INTERNATIONALLY--ESPECIALLY AT AIRPORT X. THEY CRAM THINGS IN VERY TIGHT.
AIR FLOW CONGESTION IN TERMS OF INSTRUMENT APPROACHES AND WEATHER; DELAYS LEAD TO SAFETY ISSUES. FLIGHT CREW COORDINATION OF AUTOMATION AND FMS AND AUTO PILOT

D3A
ON PARRALLEL DEPARTURES LESS THAN 500 FEET APART-IF ENGINE FAILURE OR MISSED COMMINICTIONS -TURN LEFT OR RIGHT-COULD TURN INTO EACH OTHER ESP AT [AIRPORT X]
GROUND SECURITY
AIRSPEED @AIRCRAFT COMPATIBILITY BETWEEN LARGE PLANES@REGINAL RJ
ATC VERY BUSY IN HUB AREAS, MORE FREQUENCIES, RE ROUTING OF SCHEDULES, ATC SHOULD TEST RIDES, ATC SHOULD SET CLEARANCES
GROUND TAXI INTERACTION WITH OTHER EQUIPMENT
DISPATCH COORDINATION WITH CAPTAIN
FLYING FMS AIRPLANES IN [LOCATION X] LA WILL DO LAST MINUTES CHANGES GIVES PILOT HIGH WORK LOADS, TAXIWAY MARKINGS AND LIGHTING AT NIGHT WOULD LIKE TO HAVE BETTER MARKINGS.
INSURE THAT PERFORMANCE TAKE OFF-LANDING IS BASED ON ACCURATE RUNWAY BREAKING CONDITIONS, THE WEIGHT ON AIRPLANES IS NOT ACCURATE, PLANES ARE TAKING OFF HEAVIER THAN THEY SAY THEY ARE.
SECURITY -CREW SCREENING AND PASSENGER SCREENING , COCKPIT DOOR ISSUE, SECURITY IS NOT AS FUNCTIONAL AS IT APPEARS TO BE, SCREENING THE WRONG PEOPLE
AT AIRPORT X THEY LACK CAPABILITIES TO CIRCLE AIRCRAFT
CREW REST AND CREW DUTY DAYS
SEQUENCE AIRCRAFT FOR ARRIVALS-SO MUCH PRESSURE TO LINE THEM UP--CHANGES AND CONFIRMATION OF CHANGES
ON THE [AIRCRAFT TYPE X] IT ISN'T UNCOMMON TO HAVE AN APPROACH SPEED OF 150 KNOTS AND WE'RE FLYING BEHIND PLANES THAT ARE GOING AT 118-124 KNOTS; IT MAKES IT VERY DIFFICULT TO MAINTAIN THE SPACING BETWEEN THE AIRCRAFT
SECURITY IN GENERAL
IN THE TERMINAL AREA: AIRCRAFT ASKED TO MAINTAIN HIGER THAN NORMAL AIRSPEEDS, THEY TRY TO CRAM AS MANY APPROACHES IN AS POSSIBLE WHICH RESULTS IN UNSTABLIZED APPROACHES
AT CONGESTED AIRPORTS WITH MY AIRCRAFT TYPE X ATC KEEPS US TOO CLOSE SHOOTING VISUALS IN VFR LEADS TO GO AROUNDS
ATC COMMUNICATIONS - FREQ. BLOCKAGE WHEN 2 PEOPLE KEY MIKE SIMULTANEOUSLY. ALSO, ABILITY OF PASSENGERS TO CONSEAL EXPLOSIVES ON THEIR PERSON
AIR SPACE CONGESTION IN SOME AREAS-AT TIMES ALMOST CONTINUAL TALKING AT TIMES WHEN YOU MIGHT NEED TO COMMUNICATE-CONTROLLERS HAVE TOO MUCH TRAFFIC TO HANDLE-BORDERLINE CONFUSING IN CERTAIN PARTS OF THE COUNTRY
EXPERIENCE LEVEL OF NEW PILOTS IS POOR, NOT REPORTING AIRPLANE PROBLEMS
TOWER FACILITIES FORCE VISUAL APPROACH UNDER ADVERSE CONDITIONS
SHOULD CONSIDER USING 90 TO 180 DAY PERIOD OF TIME FOR EXPERIENCE OF EVENTS
ATC OVERWORKED AND THERFORE CANNOT SERVICE MY NEEDS AS A PILOT; ALSO, FREQUENCY CONGESTIONN
USE OF ENGLISH LANGUAGE BY FOREIGN AIR TRAFFIC CONTROLLERS, ESP IN SOUTH AMERICA AND CONTROLLERS AFTEN TALK TO THEIR DOMESTIC FLIGHT CREWS IN THEIR NATIVE LANGUAGES; NON-STANDARDIZATION OF TERMINOLOGY
RADIO CONGESTION AND TRAFFIC CONGESTION IN LARGE AIRPORTS. ATC TASK SITUATION.
LACK OF T-CAS REQUIRMENT IN CARGO CRAFT
ATC IS A CAUSE OF EFFECTING THE MARGIN OF SAFTELY INOPERATING AIRCRAFT
TAKE OFF PERFORMANCE & ADEQUATE STOPPING DISTANCE
ATC RADIO FOR PILOT COMMUNICATIONS- ATC SOMETIMES ARE RESPONSIBLE FOR TO MANY SECTOR
THERE WOULD HAVE BEEN A LARGER # OF AFFIRMATIVE ANSWERE IF THE TERM(WINDOW OF THE SURVEY WAS MORE THAN 90 DAYS, VIA CONSIDER 1TO 5 YRS.
HOW OFTEN DO YOU HAVE TCAS ALERTS

D3A
IN [AIRPORT X] THE SEQUINCING OF ARRIVING AND DEPARTING TRAFFIC ON THE PARALLEL RUNWAYS IS OCCACIONLY CLOSELY TIMED THAT DEPARTING TRAFFIC IS AIRBOURN WHEN LANDING TRAFFIC IS JUST 200 FT ABOVE GROUND AND THEREFORE I HAVE EXPERIENCE MORE GO AROUNDS THAN OT
WHAT DO OTHER PILOTS LIKE ABOUT THE RVSM IN THE LOCATION X?
ROUTING RE WEATHER ON NAT'L BASIS; DECISIONS MADE IN LOCATION X THAT ARE INACCURATE & OUT-DATED-THEY ARE TAKING AUTHORITY AWAY FROM CONTROLLERS WHO ARE ALREADY AT THE LIMIT OF THEIR
GENERAL AVIATION NOT HAVING TRANSPONDERS AT 2000 FEET, CALL OUT, OVERWORKED
CREW FATIGUE
CONTROL OF VFR AIRCRAFT IN CROWDED AIRSPACE IS A SERIOUS SAFETY CONCERN; SEPARATION BETWEEN IFR AND VFR AIRPORT
PILOT FATIGUE
FREQUENCY CONGESTION MAINLY OUTSIDE THE US
UPDAATE ITS ABILITY TO PROCESS INFORMATION ON MFS FCS
CONGESTION, PROBLEM W-PRM APPROACHES, SOMETIMES PLANES ARE BEING PUSHED TO MOVE QUICKLY IN [LOCATION X]
VFR TRAFFIC CONFLICTS WITH IFR AIRCRAFT IN CLASS B AIRSPACE.
CREW REST PERIODS, MAXIMUM DUTY PERIODS
ADDRESSING LAHSO OPERATIONS: ACEPT VS REJECT. MISSED APPROACHED PROCEDURES NEED TO BE
GROUND CORDINATION WITH GROUND CREW
POOR A T C DIRECTIONS OR CLEARANCES WITHIN TERMINAL AREA .
CREW INTERACTION (CRM)
JPSIMS ARE NOT ACCURATE LATITUDE AND LONGITUDE ARE INCORRECTS, INCLUDE GPS NOT CORDINATED, HIGHWAY TYPE SIGNS FOR TAXIWAYSPAINT MAGNETIC HEADINGS FOR INTERSECTIONS, BALL NOTES IS NOT WORKING ARE TOO CUMBERSUM
HAVE YOU EXPERIENCED A LIGHTING STRIKE IN THE LAST 90DAYS AND DID IT RESULT IN DAMAGE
ARE COCKPITS BEING DESIGNED TO BE MORE MONITORING THAN TASK ORIENTED, RELYING ON FMS INSTEAD OF GOOD FLYING,
RVSM
CLEARANCE LIMITS
QUESTIONS ABOUT COMFORT LEVEL AND SAFETY IN FAMILIAR AND UNFAMILIAR ENVIRNOMENTS, VARIETY OF SIMILAR SOUNDING CALL SIGNS, RESPONSE TIME QUESTIONS
WE SHOULD HAVE AN ADVANCE RADAR FOR ATC
DURING PEAK HOURS AT HUB AIRPORTS GROUND CONTROL IS APROBLEM AND IS GETTING TO BE WORSE ALL THE TIME. LITTLE TIME TO ACKNOWLEDGE CLEARANCE CHANGE. TOO MANT TAXI CHANGES. CONTROLLERS ARE STRESSED AND IT IS DURING PEAK TIMESES
R SAIDTHERE ARE TO MANY DELAYS AT THE AIRPORTS. THEY ARE CUTTING BACK ON LARGE JET FLIGHTS AND TO MANY REGINAL JETS FYING SO THERE IS TO MUCH CONGESTION
[AIRPORT X] RADIO CONGESTION
FATIGUE ISSUES
COCKPIT SECURITY IS MY MAIN CONCERN
MULTIPLE FREQUENCY USE BY ATC
YES, ENROUTE CLEARANCES, CONGESTED TERMINAL AREAS.
THE COORDINATION BETWEEN DEPARTURE CONTROL AND THE CENTER IS OFTEN NOT GOOD, BECAUSE IT RESULT IN SIGNIFICANT HEADING CHANGES
SECURITY MESAURES ENACTED HAD AN EFFECT ON IMPROVING SECURITY, REDUCING THE ANXIETY OF THE FLIGHT CREW, NEED TO CHECK CHECKED BAGGAGE

D3A
THE NEW GLASS AIRPLANES, ARE TOO PERFECT. THE OLDER AIRPLANCES ARE BETTER TO FLY.
WE SHOULD HAVE TEXT MESSAGES FOR CLEARANCES TO REDUCE RADIO CONGESTION
FREQUENCY CONGESTION IN TERMINAL AREA - PILOT FATIGUE
CLEARANCES ON THE RUNWAY ITSELF.
AVIATION TRANSPORTATIOAN OVERSIGHT SAFETY SYSTEM
FREQUENCY CONGESTION CONTINUES TO BE A PROBLEM CONFLICT BETWEEN TRANSPORT AND PRIVATE
LIGHTNING STRIKES
APPROACHING SPACING
ATC TO PILOT COMMUNICATIONS, ATC NOT RESPONSIBLE TO CORRECT PILOT'S MISUNDERSTANDING
OVER WORKED TRAFFIC CONTROLERS
AIR TRAFFIC
T-CAS SHOULD BE MANDITORY NOW ON CARGO PLANES,ALSO FLIGHT DUTY REGS
PUT MORE EMPHASIS ON ATC COMMUNICATIONS
AIR SPACE EXTREMELY CROWDED
ATC COMMUNICATION FREQUENCY CONGESTION
CONGESTION AT MAJOR AIRPORTS DUE TO INFLUX OF REGIONAL JETS UNDERPOWERED AIRPLANES NEED LONG RUNWAYS, BUT THEY ARE GIVEN THE SHORT RUNWAYS) WHILE OTHER ARE GIVEN THE LONG RUNWAYS ,EX. [AIRPORT X], [AIRPORT X], [AIRPORT X]
QUESTIONS ABOUT RUNWAY INCUSIONS, TAXIWAY AND RUNWAY SIGNAGE AND LIGHTING
EN ROUTE ATC ESPECIALLY NORTH TO SOUTH THEY RE-ROUTE TOO FAR, CREATES FUEL CONCERNS. AIRPORT X CENTER SPECIFIC. CREW REST IS ALSO A BIG CONCERN. LONG DUTY TIMES, LAST LEG IS AT NIGHT AND ALSO IN BAD WEATHER.
ASK ABOUT HI JACKING
HAVE MORE STANDARDIZATION IN THE TAXIWAY NOMINCLATURE.
ECONONOMICAL DEFENSE SHOULD BE LOOKED INTO. TOO MUCH FUEL IS BEING WASTED.
TOUCH ON CREW REST REQUIREMENTS
CREWMEMEBER FATIGUE- SCHEDULING
TOO MANY AIRCRAFTS AND NO SUGGESTION TO DO ANYTHING ABOUT IT- LIMIT SMALL AIRCRAFT IN BUSY
PRIMARILY THE COMMUNICATIONS CHANNELS AVAILABLE IN THE NORTH ATLANTIC RANDOM ROUTES DIRECTLY WITH ATC DO NOT EXIST AND ALSO FROM [AIRPORT X] TO MAINLAND;
SECURITY-TSA
PILOTS FATIGUE
ATC-ON APPROACH, HOLD HIGHER SPEED THAN APPROPRIATE FOR AIRCRAFT TYPE X. ALSO, FAA HAS DECREASED NIGHT STAFF REQUIREMENTS FOR ATC SOME PLACES-1 PERSON WORKING GROUND CLEARANCE & CONTROL
CLEARANCES TO CROSS OR ENTER ACTIVE RUNWAY BY GROUND CONTROL IS UNACCEPTALE AND SHOULD ONLY BE BY TOWER.
ATC PHASEOLOGY- NOT COMMUNICATING THE WAY THEY ARE TAUGHT
TIME THEY ARE ASKED TO CROSS AN ACTIVE RUNWAY WHILE AIRPLANES USING THAT RUNWAY ARE ON ANOTHER FREQUENCY.
ALTITUDE REQUEST
WE NEED A BETTER SYSTEM TRANS-OCEANIC OTHER THAN WHAT WE HAVE BECAUSE WHAT WE HAVE AT AIRPORT X AND OTHER PLACES IS NOT ADEQUATE.
SECURITY CONSIDERATIONS TOO STRICT FOR CREW, NEED MORE SECURITY FOR GROUND CREWS , QUESTIONS ABOUT CABIN SECURITY, REALISTIC SECURITY PROCEDURES
TAXIWAY AND RUNWAY MARKING ARE AMBIGUOS AND NOT CLEAR AT MANY AIRPORTS.
GROUND SAFETY-

D3A
CABIN SECURITY,
A LACK OF REAL TIME WEATHER RADAR INFORMATION NOT THE ON-BOARD BUT DEPICTIONS OF WEATHER RADAR - GROUND BASED. THE DISTRACTIONS CAUSED BY TREATMENT OF CREW MEMBERS WHILE TRANSITING AIRPORT SECURITY IS A SERIOUS SAFETY PROBLEM DUE TO DISTRACTION TO THE P
NEW MINIMUM SEPARATION PERFORMANCE PROCEDURES TOO COMPLICATED, ESPECIALLY IF A SYSTEM GLITCH OCCURS
QUESTIONS SHOULD BE OPEN ENDED QUESTIONS ,INSTEAD OF YES OR NO QUESTIONS.
AT AIRPORT X, ATC PUTS YOU IN POSITION ON HOLD, PUTS SMALL PLANE IN FRONT OF YOU, ASSIGN BOTH PLANES TO SAME RUNWAY, TRAPS R'S AIRPLANE WITHOUT CONSULTING HIM
ATC CONTROLLER WORKLOAD
FREQUENCY CONGESTION
AT AIRPORT X- IS TOUGH -SHORT RUNWAYS PLUS SECURITY ISSUES. AIRPORTS X OUGHT TO BE LENGTHENED. LIKE FLYING INTO A CLOSET
ATC- KEEPING HIGH AND FAST MAY BE A PROBLEM
COMMUNICATIONS ARE GETTING WORSE. THERE'S PHRASEOLOGY THAT IS ABSURD WHEN READ BACKS ARE GIVEN. PROBLEM IS MUCH EVIDENT WITH MILITARY PILOTS. ATC NEVER CORRECTS PEOPLE ON THIS PROBLEM.
COMPLAINT: SEPARATION IS TOO WIDE. WE CAN GET MORE AIRPLANES IN THE ARC ENVIRONMENT IN HIGH DENSITY TRAFFIC AREAS.
FATIGUE ISSUE QUESTION, SECURITY ISSUES- CREW SECURITY AND BETTER DOORS, DUTY TIME, CAPTAINS
LACK OF ACCOUNTABLITY OF OWNERS AND ADMINSTRATORS NOT WITH STANDING THE EVER PRESENT COMMERCIAL PRESSURES OUT WEIGHING SAFTEY AND PRUDENT AIRMANSHIP, THE FAA NEEDS TO HAVE A HANDS ON APPROACH TO FLIGHT REGULATIONS, FAA NEEDS STRONG LEADERSHIPS
FATIGUE (PILOT) DUE TO OVERSCHEDULING
ATC AT AIRPORT X TOWER AND APPROACH CONTROLLERS ARE DELAYING AIRCRAFT
DIOES ATC RESPOND ACCOORDING TO ANY EMERGENCY SITUATION?
QUESTIONS RELATED TO PILOT TRAING RECEIVED, WAS IT ADEQUATE?
DUTY TIME
HOW DO PILOTS MAINTAIN AIRPLANE PROFICIENCY IN EXTREMELY LONG RANGE OPERATIONS? (LANDING AND TAKEOFF ENVIRONMENT) PROFICIENCY OF RELIEF PILOTS.
DON'T THINK IT A GOOD SURVEY. THE QUESTIONS ARE ANSWERED ON NTSB 830 FORM. OTHER AREAS ARE MORE IMPORTANT SUCH AS SECURITY OF ATC.
WHEN GIVEN AN EMERGENCY CHANGE BY ATC, COULD USE MORE DETAIL ON WHY
FREQUENCY CONGESTION
MORE SECURITY WITH CARGO FLIGHTS. R; X COULD BE IN THE CARGO
ATC AWARE OF THE TIME REQUIRED TO CHANGE CLEARANCES IN THE FMC (MUST BE PROGRAMED AND DONT HAVE TIME)
A.T.C AND TERMINAL AREAS ARE BECOMING MUCH MORE CONGESTED, THEY SEEM TO BE OVER CONTROLLING THE AIRCRAFT. IE CONSTANTLY CHANGING AIRSPEED HEADING
SHORT TIME FRAME FOR QUESTIONS
[AIRPORT X] MAKES TOO MANY CHANGES
TCAS ALERTS
COMMUNICATION-TRAFFIC CONGESTION-FREQUENCY SATURATION
COMPRESSION OF APPROACH ENVIRONMENT. PUSHING US TO BE FAST AND HIGH.
THE DEALING WITH SEPARATIONS OUT OF AIRPORT . WITH REGAURDS TO SEPARTIONS DURING VISUAL
FATIGUE AND OVERLOAD IN COCKPIT DUE TO EQUIPMENT AND ATC

D3A
CLOSE SPACING IN TERMINAL AREAS-RUNWAYS WITH ARRIVAL AND DEPARTING AIRCRAFTS TOO CLOSE TO EACH OTHER
SYSTEM SATURATION (DELAYS, DIVERTS, ETC) AT LARGER AIRPORTS
TERMINAL TRAFFIC SATURATION ESPECIALLY AT HIGH DENSITY AIRPORTS
AT UNCONTOLLED AIRPORTS IT IS IMPORTAN TO CONFIRM THE RUNWAY WITH RUNWAY LIGHTING BOTH HIGH + LOW. IT IS THE LAST BACK UP. NEED TO PUT THEM HIGH + LOW . IN DAYLIGHT RAIN CONDITIONS NEED FOR ATC APPROACH + RUNWAY LIGHT S HIGH TO PREVENT LOOSING SIGHT
ON AN ALMOST DAILY BASIS ATC ON PUBLISHED ARRIVALS, YOU'RE NOT GIVEN A TIME FRAME ON CLEARANCE HEADINGS...THEIR OWN MANUALS STATE THESE ARE NOT CLEARANCES...THERE SHOUD BE A CLEARANCE LIMIT.
STANDARD ARRIVAL AND DEPARTURE ROUTING-THERE IS NO RHYME OR REASON TO IT. ALSO, EXTENSIVE VECTORING TO ACHIEVE SEPARATION IS A PROBLEM.
DUTY TIME AND REST REQUIREMENTS THAT ARE LAYED OUT BY THE FAA AND SOMEWHAT COMPLIED WITH BY THE AIRLINES.
NEED TO MAKE BETTER COMMUNICATIONS BETWEEN ATC AND PILOTS,BETTER TOOLS FOR NAVAGATIOMNM, FLIGHT RESTRICTIONS
REVIEW TRAINING SHOULD BE EVERY 6 MONTHS NOT 1 A YEAR
FATIGUE-CREW
SECURITY-CHECK BAGGAGE AS FAR AS XRAYS AND MORE SCRUTINY
INCURSIONS WITH GROUND EQUIPMENT--CONTAINERS OBSTUCTING TAXI ROUTES
TIMELY & ACCURATE RUNWAY CONDITION REPORTS AT SMALL STN AIRPORTS
ASK ABOUT PRM APPROACHES
CREW FATIGUE AND LONG DUTY DAYS
DID NOT ASK ABOUT LAND HOLD SHORT ISSUES. WHETHER OR NOT A AIRCRAFT PULL IN FRONT OF ME WHILE ON THE RUNWAY.
R FLIES ALL INTERNATIONALLY AND THEY USE RVSM. THERE IR MARGINAL ERROR
BEING ASKED TO MAINTAIN HIGHER THAN NORMAL APPROACH SPEEDS TO THE MARKERHIGHER
R FLYS INTERNATIONALLY AND SAYS THERE IS A LOT OF COMMUNICATION PROBLEMS WITH ATC
OVERFLYING ATOMIC POWER PLANTS, CREW FATIGUE, NOTEM CALLS TO FLIGHT SERVICE STATIONS,
LACK OF SUFFICIENT AIR TRAFFIC CONTROLLERS
DUTY DAY-SCHEDULE - INADEQUATE CREW REST PERIODS- DISRUPTION OF CIRCADIAN RHYTHUM;
THE FORTHCOMING MERGER OF AIR CARRIER X WITH AIR CARRIER X WILL RESULT IN THE USAGE OF AIR CARRIER X FLIGHT PLANS, ETC. AND THERE HAS BEEN ALMOST NIL TRAINING.
GROUND OPERATIONS ARE DANGEROUS
FROM TOWER TO 10 MILES OUT -ALWAYS BUSY. LOTS OF STEPPING ON IN FREQUENCIES-CONGESTION-CHANGING RUNWAYS
THE STRUCTURE OF A LOT OF THE CLASS BRAVO AIRSPACE IS MORE COMPLEX THAN NECCISSARY, SHOULD BE DEFINED BY ARC AND RADIALS FROM AN AIRPORT, PEOPLE ARE SCARED OF BEING VIOLATED ; THOSE WHO COMMUNICATE MORE HELP PREVENT PROBS SOME AFRAID OF FAA NOT FAIR TO PU
HAS ATC CREATED ANY PROBLEMS FOR YOU THAT HAVE COMPROMISED SAFETY WITHIN THE LAST 90 DAYS?, HAS LACK OF PAVEMENT CAUSED ANY LANDING PROBLEMS WITHIN 90 DAYS.
CONTROLLERS ARE SOMETIMES OVERWORKED IN TRAFFIC DENSE AREAS
USE OF MULTIPLE FREQUENCIES BY ONE ATC-THEY MAY MISS MY CALL TO THEM
TERMINAL APPROACH AREA @EWR. ALWAYS CONGESTED-LANDINGS TWEEN PLANES ARE TIGHT-AIRSPEED REQUESTED TO HOLD TO FINAL SOMETIMES EXCESSIVE-LIKE 180-190 TO FINAL
FATIGUE, DUTY PERIOD, CIRCADIAN RHYTHM, MAINTENANCE
CONTROLLERS USING MULTIPLE FREQUENCIES,ONE CONTROLLER USING TO MANY SECTORS

D3A
HF RADIO COMMUNICATION NEEDS TO BE ELIMINATED OR ENHANCED SOMEHOW
THEY ARES STILL A LOT OF WORK THAT NEED TO BE DONE ON AIRPORT DIAGRAM, HOT SPOTS.
A.T.C. BECOMING TOO SATURATED W- HEAVY WORKLOAD
TIGHT SITUATION FOR TAKE OFF AT A BUSY AIRPORT
ATC CONTROLLERS USING MORE THAN 1 FREQ AT A TIME
CREW MEMBERS NOT KNOWING RATHER THEY ARE GOING TO LSE THEIR JOBS
[AIRPORT X]: SWITCHING ARRIVALS AND RUNAWAYS-BETTER LIGHTING FOR CORSSING ACTIVE RUNWAYS, [AIRPORT X] IS THE WORST AIRPORT IN US FOR RUNAWAY INCURSIONS. WE SHOULD BE ABLE TO DO A LOT BETTER WITH LIGHHTING TO PREVENT RUNWAYS PROBLEMS
INCONSISTENCY OF AIRPORT MARKING ON GROUND; MARKINGS NEED TO BE ENHANCED AND STANDARDIZED ENHANCED AND STANDARDIZED; N
EN ROUTE COMMUNICATION PROBLEMS WHEN FLYING INTERNATIONALLY; ACTUAL CLEARANCES RECEIVED (INTERNATIONALLY) ONLY RIGHT BEFORE ACCESSING THE RUNWAY
NEED BETTER EQUIPMENT & TRAINING F- A.T.C.--RUNWAY CLEARANCE NEED IMPROVEMENT, NEED BETTER CLEARANCE ON WEATHER WHEN OVER BODY OF WATER.
SPACING BETWEEN TAKE OFFSAND LANDINGS ON THE SAME RUNWAY
SOME OF MAJOR HUBS-COMPTROLLERS ASSUME FAMILIARITY WITH THEIR PROCEDURES -THEY ARE THERE EVERY DAY & ASSUME YOU ARE ALSO
CLEARANCES FOR TAKE-OFFS WHILE ANOTHER PLANE IS STILL ON THE RUNWAY IS A PROBLEM.
ASK QUESTION HAS ANY AIRCRAFT EXPERIENCED TRAFFIC CONFLICTS WHEN TRANSISTIONING TO A NON RADAR TOWER CONTROLLED AIRPORT WHICH CONDUCTS HIGH DENSISTY FLIGHT TRAINING OPERATIONS.
THE COMMUNICATIONS BETWEEN ATC AND AIRCRAFT ARE A PROBLEM BECAUSE THE ATC MONITOR SEVERAL FREQUENCIES AT ONE TIME AND THIS CAUSES ATC OVERLOAD. MISCOMMUNICATION WHICH CAUSES A REAL PROBLEM -- THIS IS THE TREND NOW.
MAINTENANCE RELATED
GROUND OPERATIONS
INCREASE TRAFFIC FROM REGIONAL JETS CONTRIBUTING TO TRAFFIC CONGESTION
GROUND COLLISIONS WITH OTHER AIRPLANES
CREW REST QUESTIONS, SEVERAL AIR CARRIERS -CAMPUS APPROACHES HOW ARE THEY WORKING?
ATC HAD A NEAR MISS FROM A AIRCRAFT TYPE X. WE GRANTED HIGHER ALTITUDE BUT AIRCRAFT TYPE X GIVEN A DESCEND AND WE GOT A RA AND WE RESPONDED EVASIVE ACTION . SOMETIMES ATC DOES HAVE A SCREW-UP. THIS WAS THE WORST I HAVE HAD. AT AIRPORT X THEY DO A LOT OF VECTORING -SEEMS SILLY
BRAKING ACTION SIGNIFICANT HAZARD ESPECIALLY IN THE WINTER.
CONGESTION
COMPANY X DOES A POOR JOB OF EXPLAINING THE CLIMB PERFORMANCE REQUIREMENTS ON THEIR INSTRUMENT DEPARTURE CHARTS.
[AIRPORT X] IS A PROBLEM AREA-ATC THERE ASSUMES THAT YOU ARE ALREADY FAMILIAR WITH THE AREA-THEY MAKE UNREASONABLE REQUESTS FOR SPEED AND APPROACHES
CREW FATIGUE
ATC INSTRUCTIONS TO DEVIATE COURSE OR ALTITUDE; LEVEL OF URGENCY IN THE REQUEST WITHOUT A REASON; MORE EXACTNESS OF WHAT STC WANTS IS NEEDED
[AIRPORT X] NEEDS TO STOP CHANGINGH PROFILE DSECENTS SO MUCH
ARRIVAL INTO THE EAST, VOR. WORK LOAD IS PRETTY HIGH. GET ARRIVAL THE MORE STRAIGHT INTO THE AIRPORT, STANDARD ARRIVALS, SIMPLFY
1) SAID THAT WERE NOT IMPLEMENTING TECHNOGLY FAST ENOUGH 2) NOT BUILDING RUNWAYS FAST ENOUGH 3) MANY CONTROLLERS ARE RETIRING NOT MANY REPLACEMENTS

D3A
ACTUALLY, COMMENT ONLY-THAT THINGS HAVE QUIETED DOWN SINCE EVENT X. JUST THE 5-10% DECREASE IN AIR TRAFFIC HAS MADE A BIG DIFFERENCE
INCREASE OF MILITARY AIR SPACE IN GULF OF MEXICO MAKES WEATHER DIVERSIONS MUCH MORE DIFFICULT TO OBTAIN. ALSO, A COMMENT-GETTING AS MANY MEDICAL EMERGENCY DIVERSIONS NOW AS WEATHER RELATED DIVRSIONS
COMBINED SECTORS ON CENTERS WHERE THERE ARE MORE THAN ONE FREQUENCY ASSIGNMENTS TO ONE CONTROLLER.
ANY ABOUT LAND AND HOLD SHORT OPERATIONS
IN [LOCATION X] ESPECIALLY NEW CONTRO TOWER WHERE WE CONTROLLED THE LIGHTING-FRQUENCY ON WHICH LIGHTING HAD BEEN CONTROLLED WAS CHANGED + WE NOT NOTIFIED
STEPPED ON COMMUNICATIONS. INABILITY TO COMMUNICATE DURING TIME CRITICAL SITUATIONS--LOW ATC STAFFING. MAYBE COMMINICATE ON ONE FREQUENCY AND RECEIVE ON ANOTHER MAY HELP. THIS IS LIKE A PARTY LINE. WHO IS TALKING TO WHOM ? WHO CONFIRMS TO WHICH PLAN
EXTENDED DUTY PERIODS, SHOULD BE MORE CLOSELY REGULATED
TO MANY AIRPLANES AND NOT ENOUGH AIR SPACE
ATC WORKING MULTIPLE FREQUENCIES, GROUND CLEARANCE WITHIN PARKING AREA, PARKING AREAS NOT
LARGE DUTY HOURS., LACK OF DAYS OFF BETWEEN DUTY PERIODS, A.T.C. IS INCREASING AIRCRAFT DUE TO SMALL JETS, IS DUE TO MISSED COMMUNICATION ON RADIO, REF: UNSTABILIZED APPROACH, A.T.C FINAL APPROACH W-SO MANY DIFF. AIRCRAFT OPERATING TOO SLOWLY & CLOSE TO RUNWAY
MINIMUM SPACING BETWEEN AIRCRAFT ON TAKEOFF AND LANDING
FATIGUE & CIRCADIAN ISSUES
THERE IS NO LIGHTING ON THE TAXIWAYS AT THE AIRPORT X.
LANGUAGE BARRIER, IE IN LOCATION X
RUNWAY INCURSION PROBLEMS AND BLOCKED FREQUENCIES
LAND AND HOLD SHORT PROCEDURES SHOULD BE ELIMINATED
EN ROUTE WEATHER--WE DON'T GET ENOUGH INFO-WE NEED A SATELLITE VIEW OF THE WEATHER AND WE DON'T HAVE IT
ADD QUESTIONS ABOUT GROUND SECURITY, AIR CREW SECURITY IS TOO STRINGENT
ATC NEEDS TO ONCE MORE BE REQUIRED TO MONITOR READBACK CLEARANCES. THIS FAILURE TO DO SO NOW IS DEFINITELY A SAFETY ISSUE.
AIRCRAFT NOT FOLLOWING TAXI INSTRUCTIONS
TAXI CLEARANCES, SPECIFICALLY, REGARDING DEVIATING FROM ASSIGNED TAXI CLEARANCES
DID ANY SECURITY RELATED THINGS INVOLVE THE FLIGHT CREW.
FATIGUE ISSUES
CONGESTION AT MAJOR AIRPORTS PORTENDS ANOTHER MAJOR ACCIDENT AT ANYTIME
SEPARATION IN APPROACH AND DEPARTUURE PHASE. SEPARATION FROM IFR AND VFR TRAFFIC.
AIRSPACE CONGESTION DUE TO INCREASED NUMBER OF REGIONAL JETS
MORE ? 'S ON APPROACH AND LANDING
THE SAFETY HAZARDS WITH THE LACK OF AUTOMATION AND THE INCREASING PACE OF TRAFFIC WITH ATC
AIRCRAFT MAINTENANCE- MANAGEMENT SKIMPING TO SAVE MONEY
WEIGHT & BALANCE TAKE OFF DATA IS CORRECTED IN THE AIR RATHER THAN PRIOR TO TAKE-OFF; SHOULD DONE BEFORE TAKEOFF;
CREW DUTY DAYS-SLEEP CYCLES
NO NOTICE TO SWITCH TO NEW ARRIVAL AND NEW RUNWAY AT [AIRPORT X]
FREQUENCY CONGESTION WHEN THERE'S BAD WEATHER MAINLY IN THE TERMINAL AREA
CONGESTION IN AIRPORTS, EN ROUTE ATC COMMUNICATIONS, INADEQUATE TO DEAL WITH COMMUNICATIONS

D3A
ATC FOR ATIS INFO SHOULD NOT BE TRANSMITTED FASTER THAN A PERSON CAN WRITE IT DOWN
PILOT FATIGUE
CONTROLLERS ARE GIVING PILOTS TOO MANY INSTRUCTIONS IN ONE TRANSMISSION, ALTITUDE, FREQUENCY CHANGES
FATIGUE ISSUES, SLEEP CYCLE ISSUES, THAT'S IT
MULTIPLE RUNWAY CHANGES GOING INTO [AIRPORT X]
FREQUENCY CONGESTION IN NE LIKE [AIRPORT X] AND [AIRPORT X]- CANT GET INFO TILL YOU ARE RIGHT ON TOP --SOMEONE YAPPING AN SAME FREQUENCY. ALSO HARD TO HEAR. ATC WEATHER INFO ON APPROACH ARE OK BUT I N CENTERS YOU'RE ON YOUR ON ESPECIALLY APPROACHING ST
COMMUNICATION,CONGESTION, LACK OF REAL TIME WEATHER DISPLAYS ON FLIGHT DECK
CONGESTION AT BUSY AIRPORTS
GROUND OPERATIONS AND APPROACH AND DEPARTURE OPERATIONS SIMULTANEOUSLY, EXPAND LINE OF QUESTIONING ABOUT HIGH OR FAST APPROACHES, LEADS TO UNSTABILIZED APPROACHES, PLETHORA OF APPROACHES AND DEPARTURES AT SOME AIRPORTS, SHOULD BE LIMITED TO 4 IN A QUADRA
THE TOWER WANTING INFORMATION FROM YOU DURING YOUR LANDING, PARTICULARLY WHEN YOU'RE CROSSING A RUNWAY OR ON A WET RUNWAY;HOW ARE YOU SUPPOSED TO KNOW IF YOU GATE'S OPEN WHEN YOU'VE JUST BEEN LANDING IN INSTRUMENT CONDITONS-THIS SHOULDN'T BE ASKED
CONGESTION ON RADIO FREQUENCIES
R SAID UNDERSTANDING FOREIGN CONTROLLERS IS A REAL PROBLEM
GROUND TRAFFIC IN AAIARCRFT MOVEMENT AREAS --VEHICLES INCLUDING GARBAGE TRUCKS
SECURITY SCREENING IS GETTING TOO INTRUSIVE IN WORK PERFERMANCE
TAKING THE TOOLS AWAY FROM THE FLIGHT ENGINEERS
CONCERN WITH ATC UTILIZING GROUND FREQUENCY AND COMBINING THAT WITH CLEARANCE DELIVERY FREQUENCY. THIS IS VERY COMMON AT SEVERAL BUSY AIRPORTS
1000 FT SEPARATION ON NORTH ATLANTIC TRACK, NO EMPHASIS ON USING RANDOM OFFSETS ON TRACKS, TOWER TELLING PILOTS TO IMMEDIATE TURNS ON TAKEOFF
ON THE GO-AROUNDS - TOO MANY AIRPLANES, TOO CLOSE, NEED MORE SPACING
THE CONTROLLERS ARE TAKING CARE OF TO MANY AIRCRAFTS . MANY AIRCRAFTS CANT GET INAND MISS YOUR
MORE TRAINING FOR GA PILOTS
SOME AIRCRAFT ARE CERTIFIED WHICH CAN NOT PERFORMANCE REQUIREMENTS
SECURITY ISSUES ARE PROBLEMATIC
QUESTIONS SHOULD BE WORDED LESS IN DEPTH
THE # OF TIMES ENROUTE AND APPROACH CONTROLLERS DO NOT RESPOND TO AN AIRCRAFTS INITIAL CALL ARE INCREASING
THEY NEED TO ASK MORE ABOUT MAINTENANCE -RELATED ITEMS.IN PARTICULAR THE WAY THINGS HAVE BEEN SIGNED OFF WITHOUT REGARD TO THE CAUSE OF THE PROBLEM.
MANAGEMENT PRATICE OF AIRLINE OPERATIONS AS IT RELATES TO SAFETY ISSSUE.
TRANSMISSION BLOCKING-ATC COMMUNICATING ON DIFFERENT FREQUENCIES WITH MORE THAN ONE PILOT
FREQUENCY CONGESTION ISSUE NEED TO BE EXPELLED UPON
RE NORTH ATLANTIC CORRIDOR -ANTIQUATED HF RADIOS-NEED UPGRADE. ALSO, ATC SYSTEM IS NOT UP TO DATE-WHY CAN'T THE HUGE AVIATION TRUST FUND BE USED FOR IMPROVEMENTS?
RUNWAY INCURSIONS AND TRAFFIC CONGESTION
CONTROLLERS FLEXIBILITY EENROUTE
TOO MANY "HAND-OFFS" BY ATC'S, THAT IS, TOO MANY FREQUENCY CHANGES--ESPECIALLY FLYING FROM LOCATION X TO LOCATION X. I ALWAYS GET 5 CHANGES IN 4 MINUTES AND THAT IS DANGEROUS.

D3A
WITH ALL THE AUTOMATION PEOPLE ARE FORGETTING THE BASICS- SOME PEOPLE RELY ON COMPUTERS TO DO THE JOB BUT WE NEED THE HUMAN INPUT FOR DISCRESION
ILLEGAL CLEARANCES WHEN GIVEN UNDER IFR CONDITIONS
NORTH PACIFIC ROUTES DON'T HAVE SATCOM, SO REQ'S FOR CLEARANCE CAN BE DELAYED 20-30 MIN.
INFLIGHT SECURITY
MIX OF LITTLE JETS TO BIG JETS ISA PROBLEM BECAUSE SMALLER PLANES FLY SLOWER(REGIONAL JETS)
WITH THE ECONOMICS OF THE AVIATION INDUSTRY, PILOTS ARE HAVING TO CONCENTRATE HARDER TO PREVENT DISTRACTIONS ABOUT THEIR CAREERS FROM INTERFERRING WITH THE SAFETY OF FLIGHT.
TAXIWAY LIGHTING
CONGESTION AT CROSSING POINTS
INFO ON GATE RETURNS
CALL SIGN SIMILARITY
RUNWAY INCURSIONS ARE GETTING TO BE A HOT ISSUE
CREW FATIGUE
RUNWAY INCURSION CROSSING ACTIVE RUNWAYS AND THE LIGHTING ON RUNWAYS ARE HORRIBLE NO BLINKING LIGHTS TO INDICATE ACTIVE OR INACTIVE SOME AIRPORTS NEED BLINKING LIGHTS TO INDICATE A
NEED TO EXPAND THE RECALL PERIOD
CLEARANCE CHANGES FOR DEPARTURES NOT MENTIONED, CAUSES PROBLEMS
I, LIKE MANY OTHERS, SEE VERY EASY ACCESS TO CARGO PLANES WITH REGARD TO SECURITY
A.T.C CONTROLLER FOR SPACING AT THE AIRPORT TRY KEEP SPEED UP TO HAVE SPACING
QUESTIONS ABOUT MAP SHIFTS L-NAV INSTEAD OF COMING IN ON LOCALIZER, NEED STRONGER LOCALIZERS
THERE ARE PROBLEM INCURSIONS WITH RUNWAY
THE RUNWAY LIGHTING SYSTEMS FOR ACTIVE RUNWAYS BEING ON AT AIRPORT X WHEN A RUNWAY IS NOT IN
AIRCRAFT CLEARANCES AND TRAFFIC WITH THE RAMP AREA, FATIGUE ISSUE, WEATHER AND TEMPERATURE DIFFERENCES AMONG ROUTS
LACK OF SECURITY- ANYTHING USUALL HAPPEN LATELY ANY PROBLEMS OR INCIDENTS IN THE LAST 30DAYS
R FEELS THAT THE GOVERMENTNEEDS TO ADDRESS SECURITY @STRESS TO CREWMEMBERSSINCE [EVENT X]. THE GOVERMENTS PERSEPTION IS THAT IT IS THE AIRLINES FAULT.
TUG OF WAR BETWEEN. PILOTS & FFA & AIRLINES TO INCREASE DUTY TIMES & CUT BACK AMTOUNT OF REST TIME. ALSO,THE LACK OF PDC AT [AIRPORT X] -CAN'T CALL ATC UNTIL READY TO TAXI
FATIGUE, FAR RULES ABOUT BACK OF THE CLOCK, REST REQUIREMENTS, CONGESTION ISSUES AT MAJOR AIRPORTS ON THE GROUND AROUND THE TERMINAL,
LAND AND HOLD SHORT -LANDING PHASE
ATC IN AIRPORT X REGION DURING EARLY MORNING HOURS SHOULD SLOW THEIR VERBIAGE DOWN ABOUT DESCENT, HEADING AND SPEED REQUIREMENTS. IT IS DIFFICULT FOR PILOTS DUE TO FATIGUE.
OVER-RELIANCE ON AUTOMATION
LONG DUTY DAYS' FATIGUE
THE AWAS CAN BE INACCURATE IF THE SIDE OF THE AIRPORT IS UNCLEAR
THE EFFECT OF ATC CLEARANCE ON HAZARDOUS SITUATIONS;SOMETIMES THEY WANT YOU TO DO THINGS WHERE YOU HAVE WEATHER TO CONSIDER;IT'S NOT A PERFECT WORLD
FATIGUE
TSA CONTINUE TO LET DUTY FREE LIQUOR BE BOUGHT ON AIR CRAFT IN GLASS BOTTLES
ONE AIR TRAFFIC CONTROLLER WORKS 2 FREQUENCIES CAUSES CONFUSION
SECURITY AND A RUSH TO MAINTAIN SCHEDULE AND FATIGUE AND COCKPIT AUTOMATION ISSUES
R SAID THERE ARE DIFFICULTY GETTING CORRECT WEATHER FOR DESTINATION AIRPORTS.THEY ARE GIVING WRONG IMFORMATION . THIS HAPPENS A LOT IN CENTRAL AMERICA.

D3A
RADIO CONGESTION
AT BUZIER AIRPORTS THERE IS TAKEOFF CLOSE TO ARRIVING PLANES-TIGHT SEQUENCING OF PLANES. ALSO, CALL SOUNDS-SIGNS THAT SOUND THE SAME IS A PROBLEM. HOLD SPEED TO OUTER MARKER
RADIO CONGESTION AT A BUSY AIRPORT-UNFAMILIAR WITH AIRPORT
WHETHER THE SYSTEMS IS OVER TAXED & IF THE ATC ARE OVER TAXED (OVERWORKED) AND IS THIS COMPROMISING SAFETY.
IMPACT OF TSA
I'M CONCERNED ABOUT THE OUTSOURCING OF MAINTENANCE WORK. THE FACTOR OF SAFETY IN ALL THE OPERATIONS HAS BEEN ERODED OVER THE PAST 15 YEARS...MONEY , POLITICS, ETC?
RADIATION EXPOSURE AT HIGH ALTITUDES, ALSO PROCEDURES FOR SECURING THE COCKPIT-LENGTH OF TIME DOOR IS LEFT OPEN AT TIMES
CREW DUTY TIMES (I.E. INTERNATIONAL FLYING MAY BE LENGTHY LONGER THAN NORMAN DUTY
FUEL PROBLEMS
PILOT FATIGUE RELATED TO DUTY SCHEDULES - ACTAUL DUTY TIMES- PERIODS ON AND OFF DUTY
WE DID LOSE A GENERATOR IN LAST 3 MOS.-DIDN'T ASK ABOUT THAT!
SHOULD NOT USE INTERSECTING RUNWAYS FOR TAKE OFF AND LANDING WHEN VISIBILITY IS LESS THAN HALF A
NEED WIDER PARAMETERS FOR CLEARANCE CHANGES WITHIN AT LEAST 15 MILES OF THE THRESHOLD; AN OPEN ENDED QUESTION RE HAVING TO DEVIATE FROM STANDARD PROCEDURE WITHIN THE PAST 60-DAYS; SOMETIMES QUESTIONS ARE TOO CLOSED-ENDED.
ATC OPERATING MORE THAN ONE FREQUENCY, AIRWAY CONGESTION AROUND AIRPORT X
NOT ENOUGH AIRSPACE ANTIQUAITED ATC SYTEM
INCREASED DENSITY AT HIGH VOLUME AIRPORTS
CONGESTION AT THE BIGGER AIRPORTS
MAINTENACE QUESTIONS ABOUT THE DEFERRING OF MAINTENANCE AND DELAY OF MAINTENANCE
READ BACKS OF CLEARANCES BY ATC
CONTINUOUS RADIO WATCH NUMBER 2 COMMUNICATION 121.5
MORE WITH MANAGEMENT OF THE AIRLINES BECAUSE THE AIRLINES ARE POORLY MANAGED THAT IT'S OVERIDING THE QUALITY OF SERVICE PROVIDING HUGE DISTRACTIONS TO THE PILOTS.
PILOT FATIGUE IS WORTH ADDRESSING
FREQUENCY CONGESTION IS A BIG PROBLEM, ATC OVERLOAD-SINGLE PERSON OPERATING MULTIPLE FREQUENCIES IS A HUGE PROBLEM (LACK OF ATC STAFFING)
DISTRACTION IN COCKPIT DUE TO JOB SECURITY ISSUES
[AIRPORT X] OPERATIONS HERE NEED TO BE QUESTION AND ALSO @ [AIRPORT X]
ADDRESS ATC IS GIVING HIGH IN FAST APPROACHES WHICH SETS UP CREWS FOR AN UNSTABLE APPROACH
ATC COVERING MORE THAN ONE FREQUENCY, THE EN ROUTE CONTROLERS.
R SAID THAT THERE IS SO MUCH CONGESTION ON THE RUNWAYS
TIME ON THE JOB
CONGESTION ISSUES, ABILITY OF ATC ADHERE TO SEPARATION LIMITS, RUNWAY PRECISION MONITORING IS A PROBLEM
LONGER THAN 60 DAYS, TOO LIGHT AIRPLANES IN MAJOR AIRPORTS
MY ONLY CONCERN IS ABOUT SECURITY AT AIRPORT;THE FAA IS DOING A GREAT JOB
INDUSTRY ECONOMIC TURMOIL AND ITS EFFECTS ON PERSONNEL,
PILOTS WORRIED ABOUT LOSING PENSION AND NOT PAYING ATTENTION IN THE AIR-ATC TRYING TO GET PLANES ON THE GROUND NO MATTER WHAT
THERE SHOULD BE MORE ON TAXING FROM RAMP TO TAKE OR LANDING AND LANDING TAXING TO THE RAMP.
QUESTIONS ABOUT IMPROPER ENTRAIL SPACING ON AN INSTRUMENT APPROACH

D3A
USE OF 2 FREQUENCIES BY ATC
RUSM
BIGGEST PROBLEM IS CONSTRUCTION IN THE MAJOR AIRPORTS..NOT INTERPRET TAXI CLEARANCES CORRECTLY..INCREASE RUNWAY INCURSIONS
CREW REST. CONGESTION TCA @ MAJOR AIRPORTS IE [AIRPORT X] + OVER ABUNDANCE OF SID AND STAR PROCEDURES IF YOU ADD A STAR AT LEAST DELETE AN OLD ONE. SPACING ON APPROACHES TOO TIGHT.
ADEQUATE REST
ATC ARE NOT VERY ACCOMMODATING AT TIMES TO PROVIDE US WEATHER AVOIDANCE;THEY'LL STEER US INTO A THUNDERSTORM AND THEN REFUSE TO LET US AVOID IT.
CREW REST AND BODY CLOCK ISSUES. OLDER YOU GET THE HARDER IT IS. DAY-NIGHT ISSUES. AGE AND RETIREMENT. OLDER YOU ARE THE HARDER IT IS, ESPECIALLY INTERNATIONAL FLIGHTS.
GET IN TO THE TERRORIST THREAT THING.
BLOCKED FREQUENCIES
THE BIGGEST THREAT TO AIRPLANE SAFETY THAT I EXPERIENCED IS THE LACK OF RELIABLE EQUIPMENT WHICH I(COMMUNICATION AND RADAR).
UPDATE THE ENTIRE ATC SYSTEM
INCLUDE QUESTIONS ABOUT GROUND INTERRUPTIONS--I'VE HAD TO GO BACK 3 TIMES TO THE TERMINAL IN THE LAST 90 DAYS.
PILOTS IGNORE THE COMMUNICATION
WE NEED TO TALK ABOUT THE SAMS--THEY AR THE BIGGEST PROBLEM ON THE AIRPLANE RIGHT NOW
WHAT ARE THE PILOTS OPINONS OF THE P R M
ATC SYSTEM FREQUENCY CONGESTION
CALL SIGN CONFUSION
WEATHER ROUTING
I WOULD LIKE TO SEE SOMETHING DONE WITH THE NOTEMS SYSTEM. THEY'RE EXTREMELY HARD TO UNDRSTAND. ALSO, THIS KEEPING US HIGH AND FAST, I DON'T LIKE IT EVEN THOUGH I UNDRSTAND THAT THEY'RE TRYING TO BRING IN A GREAT DEAL OF TRAFFIC.
FREQUENCY CONGESTION DUE TO THE CONTROLLER WORKING MORE THEN ONE FREQUENCY AT A TIME
ATC TRANSMITTION OVERIDE THAT WOULD NOT ALLOW OTHER TRANSMITTIONS TO BLOCK ATC TRANSMITTIONS
AIRCRAFT RADIOS TRANSMIT YOU CAN'T HEAR WHAT OTHERS ARE SAYING-IF WE HAD DUAL TRANS MISSIONS WE CAN HEAR ALL TRANSMISSIONS OR CLEARANCES
FOLLOW RESOLUTION ADVISORY COMMANDS-THESE AREN'T ALWAYS FOLLOWED
ARRIVAL COMMUNICATIONS IN HEAVY TRAFFIC SITUATIONS ATC READ CLEARAANCES TOO FAST.UNLESS YOU DO THIS MANY TIMES YOU MAY MISS INSTRUCTIONS-IF YOU ASK TO REPEAT,ATC SOMETIMES GET ANNOYED
SOME OF THE NEW ARRIVAL PROCEDURES ARE A DETRIMENT TO TRAFFIC WATCH AT LOWER ALTITUDES ESP AT AIRPORT X & AIRPORT X: X AND X ARRIVALS.
POLITICIANS NEED TO STAY OUT OF ATC, LET ATC RUN THEMSELVES
CONGESTION OVER LOCATION X IN BAD WEATHER, COMMUNICATION ACROSS THE ATLANTIC NEEDS ANSWERS WITHOUT WAITING MINUTES LATER, NEED BETTER RESPONSE WHEN HAVE TO DETOUR.
COCKPIT DOORS NEED STRENGTHENING,AND CREW MEMBERS NEED TO BE ARMED TO FIGHT BACK
TAXI WAY MARKINGS ON THE GROUND ARE UNCLEAR WHEN THEIR ARE INTERSECTIONS WHEN YOU HAVE A 90 DEGREE TURN VERSES A 30 DEGREE SIGNS ARE UNCLEAR
OF PLANES GOING INTO CERTAIN AIRPORTS IS TOO MANY. CAPACITY AT SOME IS TOO MUCH . SIMULTANEOUS APPROACHES TO INCREASE CAPACITY AT AIRPORTS. ONLY 1 OR 2 AIRPORTS ARE DOING THIS.NEED MORE CPDLC. DON'T CHANGE AGE 60 RULE. REACTION TIMES NOT THE SAME AS

D3A
CREW REST RULES-HOTELS ARE SOMETIMES TOO FAR AWAY FROM THE AIRPORT- CUTS DOWN ON MANDATORY REST PERIODS OF 8 HOURS; CARRY ON BAG WEIGHT SHOULD BE REDUCED
AIR CARRIERS OPERATIONS LANDING AT AIRPORT WITH TOWERS THAT ARE CLOSED
APPROACHES TO AIRPORTS W NO GUIDE SLOPE INDICATORS AT NIGHT;UNCONTROLLED TOWERS @ SMALL AIRPORTS WHICH ARE CLOSE TO MAJOR AIRPORTS; CIRCLING APPROACHES @ NIGHT TO SMALL,UNCONTROLLED
NON-STANDARD GROUND MARKINGS -TAXIWAYS & WIG-WAG LIGHTS. ALSO THE NUMBERING & LETTERING SCHEMES FOR TAXIWAYS-E.G.-THE CURVING TAXIWAY AT [AIRPORT X] IS VERY DIFF. TO FOLLOW
BASED ON EVENT X THERE'S LOTS--AN EVOLVING SITUATION
THIS LANDING AND HOLD SHORT IS BS....THEY ALWAYS PRESSURE TO ACCEPT IT. PRM APPROACHES NOT SAFE. LASNDING AT YOUR MAXIMUM WEIGHT ON A SHORT RUNWAY IS UNSAGE. AT AIRPORT X, STADIUM APPROACHES ARE NOT SAFE ESP AT NIGHT...
GROUND CONTROL FREQUENCY CONGESTION WHILE PUSHING BACK FROM THE GATE
SAFETY HAZARD: CONTROLLERS ARE MORE AND MORE REQUIRED TO ISSUE APPROACH AND GROUND CLEARANCES; PILOT SAID HE WAS REQUESTING LANDING CLEARANCE AND CONTROLLER WAS GIVING ROUTE
VISUAL APPROACHES BEING GIVING BY ATC, PRESSURE TO ACCEPT A VISUAL APPROACH,
FATIGUE ISSUES, FORGOTTEN FREQUENCIES, SECURITY-SCREENING PROCESSES ARE HAPHAZZARD
INTERVAL SPACING DURING LANDING
FREQUENCY CONGESTION-DELAYED COMMUNICATION WITH ATC ESPECIALLY DURING POOR WEATHER
I'M VERY CONCERNED ABOUT SECURITY OF CARGO.
REACHING A SATURATION POINT ON HOW MANY AIRPLANES CAN GET INTO AN AIRPORT IT IS AT A MAX HAVING INCIDENCE BECAUSE TOO MANY ARE BEING STUFFED IN
GROUND OPERATIONS IN GENERAL, NOT JUST RUNWAY INCURSIONS
FUEL BEING CUT TO MIN. BECAUSE OF BUDGET
DEICING THE MOST EFFICIENT ARE CONTROLLING DONE BEFORE THE AIRCRAFT ENTERS THE RUNWAY, YOU HAVE ICING FLUID EVERYWHERE, IF THERE WERE PADS THIS WOULD CONTAIN THE FLUID AND TAKE LESS EQUIPMENT AND THE GREATEST HINDRANCE TO FLIGHT SAFETY IS THE FAA
CARRYING A GUN
CREW FATIGUE
MORE SECURITY
WAKE TURBULANCE ON DEPARTURE. NOT ENOUGH SEPARATION IS ALLOWED BEHIND HEAVY AIRCRAFT
RADIO COMMUNICATION CONGESTSION IS A REAL PROBLEM ESPECIALLY ON THE GROUND
PILOT FATIGUE AND ATC PERSONEL FATIGUE AND DUTY TIMES, DID YOU EXPERIENCE PROBLEMS WITH CALL SIGN SIMILARITIES
ATC MUCH CONGESTION
ATC AWARENESS OF APPROACH CAPABILITIES OF OLDER GENERATION AIRPLANES SUCH AS THE AIRCRAFT TYPE X
BETTER COMMUNICATION WITH ATC--TOO MUCH TALK--THEY TOO JAMMED UP AT TIMES
MY COMPANY IS NOT SUPPLYING WATER OR ANY KIND OF NOURISHMENT DURING A 16 HOUR DUTY PERIOD-THIS IS DEFINITELY A SAFETY ISSUE.
CREW REST AND DUTY TIME REGULATIONS POORLY DEFINED IN REGULATIONS. PUTING NON ENGLISH SPEAKING FLIGHT CREWS IN US AIRSPACE.
MINIMUM SPACING BTWN DEPARTURES AND ARRIVALS DURING RIVER VISUAL APPROACHES AT [AIRPORT X] THIS WAS A 1TIME EVENT NOT NORMAL OPERATION
FREQUENCY CONGESTION AT MAJOR AIRPORTS AT PEAK HOURS.
EXPAND ON ATC COMMUNICATION & SATURATION OF FREQUENCIES, ESPECIALLY AT AIRPORT X
MILTON ONE ARRIVAL TO [AIRPORT X]

D3A
HIGH AND HOT ON APPROACH-CANNOT SLOWDOWN WHEN YOU REALLY WANT TO; SUM TOTAL OF AGGRAVATIONS RAISES STRESS LEVEL
TCAS ON CARGO AIRPLANES-DON'T HAVE WOULD HELP ESPECIALLY AT NIGHT
ATC CLEARANCES PDC AND FILED CLEARANCES SAME AS THE ORIGINAL CLEARANCES,
FREQUENCY CONGESTION(THINNER FREQUENCY)
FEDERAL AIR MARSHALL BRIEFING, STANDARDIZING THEM, UNDERSTANDING GROUND CONTROLL CLEARANCE
PART [AIRCRAFT TYPE X] SHOULD NOT GO TO AIRPORTS WHERE ATC IS CLOSED AT NIGHT- AIRPORTS NEED ILS WITH DME
PILOTS FATIGUE
NOT ENOUGH QUESTIONS ON DEPTH OF RADAR ENVOLVEMENT ON APPROACH CONTROL, DON'T USE TCAS
HAS EXPERIENCE SEVER TAXI WAY CONTAMINATION DUE TO ICE AND SNOW BUILDING SPECIFICALLY [AIRPORT X] - THEY CUT THE CORNERS OFF AT INTERSECTIONS CHUNKS OF ICE THE SIZE OF A FOOTBALL OR SOFTBALL. THEY HAVE HAD MULTIPLE FOD DAMAGE.
THE X ALLOWS CREWS TO COME IN EVERY 6 MONTHS NOW THEY ONLY DUE EVERY 12 MONTHS OR LONGER THEY ARE NOT AS PROFICIENT. HOW GOOD ARE YOU WHEN YOU COME IN FOR SINGLE VISIT TRAINING REVIEW AS BACK IN TO AS OPPOSED TO TRADITIONAL PROGRAM
WEATHER REPORTING QUESTIONS SPECIFICALLY TURBULENCE FORCASTING OVER LOCATION X AREA
AMOUNT OF TIME COCKPIT DOOR IS OPEN DURING FLIGHT AND REGULARITY OF DOOR BEING OPEN MAKES IT EASY TO BREACH THE COCKPIT, KEVLAR CURTAIN COULD BE CLOSED BEFORE COCKPIT DOOR IS OPENED
REBACK- HEARBACK BETWEEN PILOT AND CONTROLLER HAS BEEN STOPPED
TRAINING DO PILOTS FEEL THAT THEY ARE GETTING ENOUGH AND ADUQUATE TRAINING
ATC WANTS PILOT TO TAKE MUCH LONGER APPROACH THAT TAKES MORE FUEL, SHOULD BE PUBLICIZED, PERIOD BETWEEN TAKEOFFS REDUCED TO IMPOSSIBLE INTERVAL
EN ROUTE AIR TRAFFIC CONTROLLERS WORKING MANY FREQUENCIES SO THERE IS TREMENDOUS CONGESTION FOR THAT ONE CONTROLLER.
PILOT FATIGUE
CONFUSION OF TAXI SIGNAGE ESPECIALLY AT NIGHT
[AIRPORT X] INDICATOR ON RUNWAY GAVE INACCURATE INFO. AS TO GLIDE SLOPE AND PAPI.
CARGO PILOTS ARE BEING SINGLED OUT FOR POSSIBLE TERRORIST ATTACKS
COMMUNICATIONS OVER THE ATLANTIC ARE NOT GOOD. ACCEPTABLE FOR NORMAL PROCEDURES BUT HF RADIO, CAN BE THE END OF THE STORY FOR EMERGENCIES
OVERCROWDING IN SKIES
CREW FATIGUE
HOW SECURITY ISSUES AFFECT SAFETY
SECURITY ISSUES, TOO MANY AIRCRAFTS IN TOO SMALL OF AN AIRSPACE IE [AIRPORT X], [AIRPORT X], [AIRPORT X] AND THE WHOLE EAST COAST.
PILOT FATIGUE- NIGHT-TIME FLYING, EXTENDED DUTY DAYS, INADEQUATE CREW REST PERIODS
3R SAID THERE IS NO WAY TO AVOID PERSONS YOU CANT WORK WITH
LAND AND HOLD SHORT OPERATIONS AND MISSED APPROACHES.
LANDING ON RUNWAYS THAT HAVE A HOLD SHORT ON THEM-NOT HAVING FULL USE OF RUNWAYS IS
FATIGUE, CREW DUTY TIME
NEED TO INCREASE BUDGET ,WE NEED MORE A T C CONTROLLERS
CREW REST AND FATIGUE
NEW MIM ALTITUDE SEPERATION
WORK LOAD OF CONTROL SO BUSY THEY CANNOT GIVE INSTRUCTIONS IN A TIMELY MANNER
CREW REST AND DUTY TIME

D3A
AIR TRAFFIC CONTROL
ESPECIALLY WITH MY AIRLINE, MANAGEMENT HAVE BEEN FORCED TO MAKE YOU FLY EVEN THOUGH YOU ARE SICK, THIS IS A MAJOR SAFETY HAZARD, WAITING FOR AN ACCIDENT TO HAPPEN
FATIGUE FACTORS; LONG HOURS; PRESSURE TO KEEP GOING; MIX OF AIRCRAFT; RUN
MORE CONGESTION ESP ATC . 15% OF Q'S I ANSWERED NO TO BUT SOME OF HTESE THINGS DID HAPPEN
HAVE YOU BEEN CLEARED FOR TAKE-OFF WITH LESS THAN 2 MINUTES SEPARATION.
THE NUMBERING SYSTEMS THAT COMPANIES USE FOR INSTANCE IN AIRPORT X THEY ARE ALL X
INSURING THAT CREWMEMBERS INSURE WHAT THE CONTROLLER WANTS
CONTROLLERS WORKING TWO FREQUENCIES AT ONCE IS CONFUSING SHOULD BE ADDRESSED
SPEED MNGMNT INTO LOCATION X -NO MARGIN FOR ERROR
INADEQUATELY CRANINED AND INEXPERIENCED NEW HIRED PILOTS
I'M CONDCERNED ABOUT THE WAY ATC HANDLES TRAFFIC..IT CAN BE HANDLES MORE EFFICENTLY.
1 IS CREW SCHEDULING IS SO BAD THAT FATIGUE IS A BIG IMPEDIMENT TO SAFETY. EVEN TAKING PILOTS AWAY FROM FAMILIES FOR 120 HOURS A WEEK IS A SECONDARY FATIGUE. RUNWAY INCURSIONS + TRAFFIC
CONTROLLER UNDERSTANDING OF AIRCRAFT DESCENT CAPABILITY IN THE TERMINAL AREA
INTERNATIONAL QUESTIONS SHOULD BE INCLUDED
ON A RADAR VECTOR WHAT IS YOUR AWARENESS OF GROUND AND OBSTICAL CLEARANCES, FATIGUE ISSUES
CONTROL ISSUES REGARDING GUNS IN THE COCKPIT OR WITH JUMP-SEATERS. FEELS THE AIRCRAFT AND NOT CREWMEMBERS SHOULD BE ARMED. R AVAILABLE TO DISCUSS SPECIFIC SUGGESTIONS WITH NASA IF REQUESTED TO DO SO.
SECURITY
TMO AND TMU NEED TO MANAGE TRAFFIC DIFFERENTLY WHEN THE WEATHER IS BAD,ALSO ADDRESS AIRCRAFT WEATHER RADAR CAPIBILITIES
SYSTEM IS STILL BASED ON VOR AND ILS TYPE APPROACHES USING FMS, SIMILARITY OF A LOT OF CALL SIGNS, AIR CARRIER X SHOULD STOP USING SIMILAR LOCATION LETTERS FOR ALL AIRPLANES GOING THE SAME DIRECTION
1000 FEET SEPARATION WILL BE A PROBLEM BECAUSE OF WAKE TURBULENCE . AT AIRPORT X AT LEAST 1 CONTROLLER WILL CLEAR TAKE OFF PRIOR TO CRAFT AHEAD OF YOU TAKING OFF
ABILITY TO GET REAL TIME AIRBORNE WEATHER INFORMATION FROM CENTER IN REGARDS TO THUNDER
VOLUME OF TRAFFIC, TOO MANY SMALL REGIONAL JETS
HAVE MORE QUESTIONS CONCERNING TAXIING AROUND THE AIRPORT
CREW FATIGUE,THE DEGREGATION OF CAPTAIN AUTHORITY ,AND HAVING THAT AUTHORITY CHILLED BY MANAGEMENT AND THE LACK OF FAA SUPPORT
WITH ATC IT'S GETTING VERY CONGERSTED IN THE LOCATION X AREA AND MAYBE WE NEED ONCE IN A BLUE MOON MORE AWARENESS ON ATC'S PART. YOU'RE ON YOUR OWN SOMETIMES MORE THAN OTHER PLACES.
DATA LINK FROM CONTROLLER TO AIRCRAFT, IT WILL HELP WITH FREQUENCY CONGESTION.
R DOES A LOT OF INTERNATIONAL FLIGHTS. THERE SHOULD BE MORE QUESTIONSON GO- AROUNDS
COMPONENT X SYSTEM IS DIFFICULT TO FIND UNLESS LOOKING AT MAP
PRM APPROACHES, FREQUENCY CONGESTION, LACK OF VOR NAVIGATION AIDES ON FLIGHT FIELDS
FLYING FATIGUE; FLYING ON THE BACKSIDE OF THE CLOCK
SECURITY ISSUES ARE STILL A CONCERN
CONCERNED THAT THEY DON'T HAVE TCAS.
I SEE MORE EFFICIENCY PROBLEMS THAN SAFETY ISSUES--LIKE BURNING FUEL-WAITING
FATIGUE
THERE ISN'T T-CAS ON CARGO, IT IS A REAL HAZARD FOR CARGO AIRCRAFT, IT SHOULD BE AN ABSOLUTE REQUIREMENT
CREW REST PERIODS

D3A
CONGESTION AT HIGH DENSITY AIRPORTS ESPECIALLY COMPOUNDED BY WEATHER
CREW REST REQUIREMENTS, DUTY LIMITS WORKING 16HRS. NEED TO LIMIT BELOW 16HRS PER DUTY.
I THINK FUTURE SURVEYS WOULD BE BEST SERVED BY ASKING ABOUT STERILE COCKPIT
ADD ACARS TO PLANES
PREDEPARTURE WEATHER ISSUES, CALL SIGN IDENTIFICATION AND CALL SIGNS THAT ARE TOO IDENTICAL TO EACH OTHER IS TOO CONFUSED, AIRPORT SIGNAGE ON THE WRONG SIDE
ATIS FREQUENCIES
I USE TO BE A JOINT RESPONSE BETWEEN THE PILOT AND ATC FOR ALTITUDE AWARENESS--NOW IT'S JUST THE PILOT; I'M RESPONDING TO MAKE SURE THAT I HAVE HEARD CORRECTLY; IT SHOULD STILL BE A JOINT
APPROACH CONGESTION
NEED ACCURATE WEATHER INFO.-MAINTENANCE RELATED QUESTIONS SHOULD BE ASKED
FREQUENCY CONGESTION
TOUCHING ON ATC STUFF, SHOULD GET DEEPER INTO HOW ATC IS DEALING WITH TRAFFIC AND THEY ARE HANDLING THE PRESSURE(PILOTS CAN TELL THEN AT CONTROLLERS ARE GETTING TOO STRESSED OUT)
ATC MANAGING AIRCRAFT TO THE MINIMUM AMOUNT OF SEPARATION, GROUND COMMUNICATIONS SO BUSY PILOT CAN'T ANSWER
ASK ABOUT CAPACITY SATURATION PROBLEMS AT MAJOR AIRPORTS
LAND AND HOLD SHORT
AVOIDANCE MANEUVERS W- PATROLLING FIGHTER JETS
INROUTE COMMUNICATION, THE LACK OF RVSM AIRSPACE;THE AIRLINE SYSTEM IS IN DIRE NEED OF FREE FLIGHTS,AND FMS EQUIPPED AIRPLANES ARE CAPABLE OF ARRIVING AT AN IMF AT A DISIGNATED TIME. I AM A [COMPANY X] REPRESENTATIVE FOR MY COMPANY.
GROUND CONTROL IN MAJOR METRO AIRPORTS-AIRPORT X AND AIRPORT X
HOW DO WE ALLEVIATE CONGESTION AT THE [AIRPORT X], NEED MORE RUNWAYS?
SECONDARY COCKPIT DOOR NEEDED
SECURITY FROM BEGINING TO PERSONNEL SCREENING THROUGH IN FLIGHT ,WHAT CAN ENHANCE SECURITY
PILOTS FATIGUE
TAXING, INTERNATIONAL COMMUNICATION, GREEN LIGHT AND RED LIGHTS USED IN FORGIEN COUNTRIES TO MAKE UP FOR COMMUNICATION PROBLEMS
TAXIWAYS THAT ARE SET UP FOR INCURSIONS-POOR AIRPORT MARKINGS. MAJOR EXAMPLE IS AT AIRPORT X-GOING SOUTHBOUND ON YANKEE THE TAXIWAY IS VISUALLY VERY CONFUSING. NO FLASHING LIGHTS
STANDARDIZED RUNWAY SIGNAGE AT ALL AIRPORTS SHOULD BE IN PLACE
COCKPIT NOISE--AAIR CONDITIONING CONTRIBUTES TO NOT HEARING THINGS-HEAR A HISSING NOISE. MISUSE OF ENGLISH LANGUAGE-NEED EXACT TERMINOLOGY--FAA SHOULD DO THIS
TO MUCH TRAFFIC
T-CAS IN FREIGHT AIRPLANES IS BIG ISSUE WE HAVE YET TO HAVE T-CAS IN THE CARGO PLANES SHOULD BE IN THE CARGO PLANES FATIGUE IS A BIG PROBLEM ESPECIALLY ON LONG FLIGHTS . WORKING ON THE BACKSIDE OF THE CLOCK IS VERY DIFFUCULT
WITH THE FMS IT GETS VERY COMPLEX WHEN WE GET CHANGES CLOSE TO THE AIRPORT; IT TAKES THE ATTENTION OF BOTH CREW MEMBERS TO THE PROGRAM
CREW REST PROBLEMS(PILOTS FATIGUE)
MORE QUESTIONS ABOUT LATERAL SEPERATION
CONGESTION AT CO-LOCATED AIRPORTS - IN [AIRPORT X], [AIRPORT X], [AIRPORT X]
WHEN CONTROLLERS ARE CALLING OPPOSIT DIRECTION CONFLICTING TRAFFIC, FATIGUE ISSUES

D3A
GOING IN AND OUT OF [AIRPORT X], THE CONTROLLERS LIVE AND WORK [AIRPORT X] AND THEY KNOW IT COMM. AIRLINE PILOTS ARE BASED IN DIFFERENT PLACES, SO THEY DON'T KNOW [AIRPORT X] THAT WELL AND THE CONTROLLERS ARE INTOLERANT AND THEY RAPID FIRE INSTRUCTIONS AN
SOMETIME CONTROLLERS AREN'T AWARE OF HOW DIFFICULT IT IS TO GET TO LOWER ALTITUDE IN A SHORT PERIOD OF TIME.
HAD A CHARTER, NATIONAL FOOTBALL TEAM, AND LIAISON PERSON TRIED TO PRESSURE ME TO KEEP COCKPIT DOOR OPEN TO ASK QUESTIONS OR RADIO AHEAD FOR TRANSPORTATION ARRANGEMENTS. INCREASED WORKLOAD AND STRESS LEVEL. DOES CHARTER HAVE SAME SECURITY REQUIREMENTS AS
WAKE TURBULANCE SEPARATION BETWEEN AIRCRAFTS ON DEPARTURE FOR NARROW BODIED AIRCRAFTS, AIRPORTS RELUCTANCE TO PROTECT IOS CRITICAL AREA WHEN CEILING AND VISIBILTYARE LESS THAN 800 FT AND -OR 2 MILES,SPEED ASSIGNMENT ON APPROACH, PRIORITY GIVEN TO SECOND
NO STANDARDIZATION WHEN FROM GROUND FREQUENCY TO TOWER FREQUENCY-HOW AND WHEN
IS HAVING BORTAC OF "SIMULAR" FREQUENCIES-
CREW REST, BODY CLOCK ISSUES, SECURITY ISSUES COCKPIT, PROACTIVE ACTIVITIES, BACKGROUND CHECKS FOR STUDENT PILOTS
OVERLOAD OF AIR TRAFFIC CONTROLL
CREW REST- SLEEP RELATED ISSUES. SCHEDULING PROBLEMS.
CONCERNED ABOUT THE INTERFACE BETWEEN PILOT AND AIRPLANE, ENGINEERING INTERFACE INSTEAD OF PILOT INTERFACE, AIRCRAFT OPERATIONS WITHIN 30 MILES, FLIGHT PROFILES AND NOISE FACTORS OPERATIONAL RESTRICTIONS, COMMERCIAL RESTRICTIONS ARE NEAR PRECISION MAN
TALK ABOUT AIRPORT X THE DEPARTURES OUT OF THERE.
DEFINE WHAT IS MEANT BY CLOSE TO HITTING A GROUND VEHICLE.
CREW DUTY TIME
ATC AUTOMATION
ISSUE WITH ATC CLEARANCE CHANGES WITHIN 10 MILES OF AIRPORT. MAINTAIN HIGHER SPEED BEFORE LANDING (SLAM DUNK APPROACH).
RUNWAY INCURSIONS CAUSES OF DUE TO ATC POORLY WORDED OR LACK OF DIRECTIONS. ASK IF PILOTS ENTERED ACTIVE RUNWAY DUE TO POORLY WORDED OR LACK OF ATC DIRECTIONS.
ATC IS TOO PUSHY , TOO BUSY
ARE YOU GUYS DONG ANYTHING ABOUT LOCKED COCKPIT DOORS DURING BOARDING AS IS AIR CARRIER X.
AIRPORT CONGESTIONS- HEAVY BANK ARRIVALS AT MAJOR AIRPORTS
AUTOMATION DEPENDENCY AND POOR ADVANCE TECHNOLOGY CONFUSING PILOTS
CONTROLLERS MONITORING MULTIPLE FREQUENCIES WITHOUT PILOTS BEING AWARE
ATCAPPEARS TO BE OVERLOADED
UNDESIRABLE TIME IN POSITON TO TAKEOFF HOLD ON AN ACTIVE RUNWAY
COMMUNICATION CONGESTION,.NON-STANDARD LANGUAGE BY CREW RESULT IN TOO MANY RUNWAY INCURSIONS.
OVERALL FREQUENCY CONGESTION--NOT NECESSARILY AT TIME CRITICAL SITUATION---
IN INTERNATIONAL SYSTEM - PROBLEMS WITH SMALL, LOCAL SECTORS, EX. ITALY - [AIRCRAFT TYPE X] ARE NOT EQUIPPED WITH TACAN EQUIPMENT.
ASK ABOUT CONTROLLER-PILOT AUTOMATION(WHAT'S GOING ON AT AIRPORT X)
CREW FATIGUE
ATC MONITORING MULTIPLE FREQUENCIES- AND AT AIRPORT CONTROLLING GROUND AND AIR
DO YOU THINK THE LANDING AND DEPARTURE PROCEDURES AT [AIRPORT X] NEED TO BE IMPROVED?
PILOTS FATIGUE
FREQUENCY CONGESTION-THINK DIGITIZING MAY HELP

D3A
IT'S A DAILY OCCURANCE TO FLY INTO [LOCATION X] & GET SEVERAL TA'S CONCERNED ABOUT THE SAFETY IN [LOCATION X]
AIR TRAFFIC OVERLOAD;ALSO THEIR EQUIPMENT NEEDS TO BE UPGRADING
INTERNATIONAL FLYING AND FATIGUE
AMBIGUOUS TAXI CLEARANCE WITH RUNWAY=Y INCURSION POSSIBILITIES IN LOCATION X
SECURITY SCREENING PASSENGER AND HAZMAT
TRAFFIC AVOIDANCE WITH A VFR THAT WAS NOT UNDER CONTROL WITH ATC
THE TOWER GIVING INSTRUCTION WHILE YOU ARE ROLLING OUT ONTO RUNWAY AFTER LANDING
TRAFFIC CONGESTION CAUSES INSUFFICENT FUEL RESERVE
THE PDC CLEARNACES THAT YOU GET ON THE GROUND:NORMALLY IT SAYS" REVISED SEGMENT NONE" BUT DEPARTURE CONTROL WILL PUT IN ON YOUR ROUTING AS A CHANGE BUT IT'S NOT--JUST A FIX FURTHER ON;YOU WONDER WHY THEY PUT IT IN WHEN THERE'S NO CHANGE TO A ROUTING;
LONG DUTY DAYS-15 HRS DUTY TIME PER DAY IS TOO LONG
ADEQUATE ACCIDENT INVESTIGATIONS
CREW FATIGUE
LANGUAGE BARRIER IN SOUTH AMERICA PARTICULARLY AT NIGHT(AFTER8PM)-NOTHING IN USA
TAXIING AT NIGHT IN UNFAMILIAR AIRPORTS. ALSO, FREQUENCY CONGESTION AT MAJOR AIRPORTS. AN EXAMPLE OF CONCERN - MAKING TIMELY WEATHER DIVERSIONS - DURING THUNDERSTORMS
SOME SLEEPING SHOULD BE ALLOWED DURING LONG FLIGHTS-CREW MEMBERS COULD ALTERNATE NAPS. IT IS MORE IMPORTANT TO BE ALERT DURING LANDINGS AND NAPS WOULD HELP.
ON LANDING GIVING INSTRUCTIONS WHILE BUSY LANDING AND TAXIING
ALL AIRPORTS THAT COMMERCIAL AIRLINES SHOULD HAVE DIGITAL AYTIS (IE., MOUNTAINOUS AREAS IN PARTICULAR); MAJOR FREQUENCY CONGESTION IS A PROBLEM;
AIRPORT SCREENERS NEED TO DO A BETTER JOB WITH SCREENING PASSENGERS
EXCESSIVE RELIANCE BY CREWMEMBERS ON AUTOMATION FOR SITUATIONAL AWARENESS.
IS SECURITY A JOKE, ARE WE GOING AFTER THE PEOPLE SHOULD BE TARGETED, COCKPIT SECURITY, ALL BAGS SHOULD BE CKECKED FOR EXPLOSIVES
FREQUENCY CONGESTION
GROUND FREQUENCY BEING TO CONGESTED AT MAJOR AIRPORTS.
COMMUNICATION DIFFICULTY WITH FOREIGN CONTROLLERS
COCKPIT SECURITY ON THE GROUND, AND IN THE AIR
ALL I SEE IS IMPROVEMENTS, ESPECIALLY INTERNATIONALLY, EVENT X. TRAFFIC CONGESTION IS MUCH BETTER.
FREQUENCY CONGESTION IS A PROBLEM ALTHOUGH I HAVE NOT HAD ANY IN THE PAST 60 DAYS
IN [LOCATION X] WEATHER PROBLEMS BECAUSE THE FAA HAS TAKEN AWAY THE WEATHER STATION AND
MORE QUESTIONS ABOUT FREQUENCY CONGESTION IN THE TERMINAL AREA AND ON THE GROUND; THIS COUPLES WITH WEATHER
LNAV OPERATIONS AT [AIRPORT X]
AIRCRAFT CONGESTION AT THE AIRPORT. IN OTHER WORDS THE VOLUME.
PILOT FATIGUE
AIR CARRIER X A PROBLEM WITH CARRYING HORSES AND THE SECURITY. SECURITY AROUND THE AIR STABLES - SOMETIMES NO SECURITY AROUND THEM AT ALL. A LOT OF STATIONS OVER THE LAST FEW MONTHS HAVE NOT FOLLOWED PROCEDURES.
ATC MONITORING MULTIPLE FREQUENCIES LEADING MISSED CALLS, CONTROLLERS OVERWORKED
BECOMING HARDER TO AVOID PROBLEMS
QUALITY OF STAFFING IN ATC--MEANING TECHNOLOGY NOT PEOPLE
OUT OF [AIRPORT X] DEPARTURES AND ARRIVALS HAVE DAILY CHANGES

D3A
HIJACK SAFTEY
FLYING TIRED.
NEW ARRIVALS INTO EXISTING AIRPORTS
SOMETIMES ATC CAN MAKE SOME REQUESTS COMING INTO THE AIRPORT ENVIRONMENT, USUALLY SPEED RELATED OUTSIDE OF THE Q0 MILE LIMIT BUT THEY'RE SETTING YOU UP AND ASK YOU TO SLOW DOWN OR SPEED
COMPANY REQUIRED CALLS ON THE GROUND ARE TAXING TO THE COCKPIT CREW
RADAR CONTROL OVER THE NORTH ATLANTIC HAS TO BE IMPROVED
FATIQUE,FRUSTRATION AT THE POOR SECURIY SAFETY
RVSM QUESTIONS,
ASK ABOUT HOW PILOT FEEL ABOUT SCREENING BY OUR TRANSPORTATION AGENCY.
THE BURDEN OF THE SECURITY SYSTEM IS LIKE A WHITE ELEPHANT AND IT DOES NOT SEEM TO BE WORKING WELL AT ALL.
INABILITY TO COMMUNICATE WITH ATC WHEN FLYING IN THE VICINITY OF A THUNDERSTORM CAUSED BY HEAVY STATIC
FREQUENCY CONGESTION, TOO MANY TALKING AT ONCE EN ROUTE AND ON APPROACH
LACK OF ABILITY TO COMMUNICATE WITH ATC BEGAN OF FREQUENCY CONGESTION
THE INT'L CONTROLLERS SHOULD SPEAK THE AVIATION LANGUAGE WHICH IS ENGLISH AND NOT SPEAK IN THEIR NATIVE TONGUE
ENROUTE CONGESTION TO NORTH EAST AND SOUTH EAST CORRIDOR OF THE U. S
BACK SIDE OF THE CLOCK FLYING
GROUND FREQUENCY, HEAVILY OVERLOADED ATC AT AIRPORT X
CREWMEMBER FATIGUE
FREQUENCY CONGESTION A VERY BIG PROBLEM
READING THE CLEARENCES BACK WRONG, ALTITUDE READBACKS
SCHEDULING OF CREWS PRESENTS A GREAT SAFETY CONCERN, ATC AT VERY BUSY HUB ACT AS IF ALL PILOTS ARE FAMILAR WITH THEIR MODE OF OPERATION-ISSUEING CLOSE IN LATE APPROACHES, PILOT FATIGUE ISSUES
NEW RVSM LIMITS
DE ICING SYSTEMS
PEOPLE CARRYING GUNS, DO THEY KNOW WHERE AND WHEN TO SHOT
R SAID TIME LIMITS SET BY FAA. FAA STRECHES THE LIMITS. R SAID ALSO THAT FREIGHT FLIGHTS ITEMS MUST BE X RAYED R SAID ANOTHER BIG PROBLEM IS PILIOT FATIQUE. R ALSO FEELS THERE SHOULD BE IDENTITY CARDS FOR SAFETY
CHECK BAGGAGE SECURITY + HANDLERS
CONGESTION ON THE FREQUENCY
[AIRPORT X] IS A MAIN PORT OF ENTRY FOR INTERNATIONAL TRAFFIC
AIRLINE SCHEDULING AND FATIGUE FACTORS-PILOT FATIGUE, CREW REST PERIODS AND CONDITION- ARISING THERE FROM
THERE WAS A FLIGHT CONTROL MALFUNCTION THAT WE DID NOT MENTION. THE SLATS FAILED TO MOVE PROPERLY, BUT IT WAS NOT AN UNCOMMANDED MOVEMENT.WE SHOULD ASK WERE THERE ANY OTHER FLIGHT CONTROL MALFUNCTIONS OTHER THAN UNCOMMANDED MOVEMENTS.
PILIOTS MANY TIMES FLY ALL NIGHT
CONTROLLERS ASSIGN ALTITUDE OR AIRSPEED SOMETIMES THEY DON'T RESPOND AFTER YOU SAY IT BACK AND YOU DON'T KNOW IF IT IS CORRECT OR NOT. THEY NEED TO RESPOND BACK WITH SOMETHING.
PROPER COCKPIT TO GROUND HEADSET PROCEDURES

D3A
UNUSUAL FREQUENCY CONGESTION IN LOCATION X, USUALLY HAVE 2 OR 3 RE-ROUTES (GOT 5 RE-ROUTES IN A DAY)ATC QUITE FAMILIAR W-LOCATION X, WONDER IF ATC IS UP TO DATE ON LOCATION X FLIGHT PLANS, THEY SEES DIFF. SIDE THAN THE PILOTS, GETTING IN&OUT IS PROBLEM.,
THE WINDOW IS HISTORY FOR MOST PILOTS AND DEPENDING ON THE TIME OF YEAR MORE SAFETY RELATED EVENTS, SOME OF THE MORE IMPORTANT QUESTIONS PILOTS MAY SEE IN THERE WHOLE CAREER RATHER THAN THE LAST 60 DAYS
LAND AND HOLD SHORTS
DON'T UNDERSTAND WHY PILOTS CANNOT TRY GUNS FOR SERCUITY
FREQ CONGESTION; CONTROLLERS WORKING MULTIPLE FREQS;DIFFICULT TO UNDERSTAND NON-U.S. CONTROLLERS; INABILITY TO FLY A CONSERVATIVE APPROACH IN SOME OF OUR BIGGER US AIRPORTS DUE TO
THERE'S BEEN A LOSS OF COMMUNICATION WITH ATC BECAUSE OF EQUIPMENT PROBLEMS
ADDRESS PRMS.
CREW FATIGUE
[AIRPORT X] PICKS UP FLASE SIGNALS ON APPROACH SEGMENTS.
DIFFICULITY IN FINDING AN ASSIGNED FIX
SOMETHING NEEDS TO BE DONE ABOUT RADIO CONGESTION ON THE GROUND IN MAJOR AIRPORTS
R SAIDTHERE NEEDS TO HAVE A BETTER HOLD O SECURITY OF CARGO.R DOES ALOT OF MAINT. FERRY FLIGHTS AAND MANY TIMES DOSNT REALLY KNOW WHAT ARE IN THE BOXES. R ALSO SAID BECOME MORE PROACTIVE. DO MORE THAN COLLECT DATA(BECOME PROACTIVE)
SEVERE WEATHER CONDITIONS IN LOCATION X AND VERY FEW AIRPORTS-LONG DISTANCES BETWEEN THEM A BIG SAFETY HAZARD.
ATC INSTRUCTIONS IMMEDIATELY UPON LANDING. ATC STARTS GIVING INSTRUCTIONS WHILE YOU ARE STILL ON THE RUNWAY.
WAKE TURBULENCE SEPARATION IS TOO SHORT A DISTANCE BETWEEN PLANES DURING LANDING
A T C ASSUMING CAPABILITY ON PREVIOUS AIRCRAFT ARRIVALS, ALSO A T C TOWERS MAY NOT BE ABLE TO SEE RUNWAY LIGHTING AS WELL AS THEY SHOULD .
FRQUENCY CONGESTION IS BAD
NEEDS TO HAVE SOMETHING DONE WITH HF FREQUENCY COMMUNICATION FOR [AIRCRAFT TYPE X] PILOTS WHO ARE FLYING ACROSS THE ATLANTIC, ON A REGULAR FLIGHT THIS IS ENCUMBERING TO THE NORMAL MISSION
TRANSITITON ENROUTE TO TERMINAL
UNCONTROLLED TOWERS AT COMMERCIAL- NONE WATCHING US AT NIGHT-[AIRPORT X]. PILOT FATGUE.
FLIGHT CREW INTERACTIONS WITH AUTOMATED SYSTEMS, REPROGRAMING THE FMS AFFECTING FLOW CONTROL SYSTEMS, JOB PERFORMANCE BEING COMPROMISED
TOO MANY IDIOTS FLYING AIRPLANES TODAY
HOW MANY TIMES HAVE YOUR RECEIVED AN ATC CLEARANCE ON LANDING ROLL PRIOR TO CLEARING THE ACTIVE RUNWAY
THAT WE SHOULD PROFILE PASSENGERS AT THE SECURITY SCREENING RATHER THAN HARASSING FLIGHT CREWS AND LITTLE OLD LADIES.
LAHSO OPERATIONS.
NEED FOR BETTER WEATHER INFORMATION IN COCKPIT-, I.E. LACK OF ACCURATE WEATHER INFORMATION WHILKE AIRBORNE
CREW FATIGUE
TO MUCH CONGESTION
SOME ATC CONTROLLERS START TALKING BEFORE PRESSING THE MIKE BUTTON OR ARE TALKING TOO LOW MAKING COMMUNICATION INCOMPLETE-DIFFICULT TO REALLY UNDERSTAND
FATIGUE

D3A
DUE TO THE T-CAS RESOLUTION ADVISORY ALL AIRCRAFT INCLUDING GENERAL AVAITION AIRCRAFT SHOULD HAVE A OPERATING TRANSPONDER AND FILE SOME KIND OF FLIGHT PLAN SO THAT ATC KNOWS WHERE THESE AIRPLANE ARE AND POSTION OF THESE AIRPLANES AT ALL TIMES.
OVER CONGESTION
THE NUMBER OF T CAS EVENTS
ANYTHING RELATED TO EVENTS OF EVENT X. THERE IS GOING TO BE A PERIOD OF TIME WHERE CREWMEMBERS WILL BE THINKING ABOUT THINGS THEY DON'T NEED TO BE THINKING ABOUT. ARMING PILOTS. SECURITY DOORS.
TERRORISM COMMIMG FROM OUTSIDE THE AIRCRAFT
[AIRPORT X] HAS YOU KEEP THE SPEED UP TOO LONG.
DO YOU FEEL THAT MILITARY OPERATORS AREA TRANSISION, OCCURING IN THEM WHEN TRASITING THE AREA
FATIGUE ISSUE VIA SCHEDULING FLIGHT CREW
PILOT FATIGUE- LIMITATION AND REGULATION OF BACKSIDE OF CLOCK FLYING
OVER REACTION TO [EVENT X]--TOOK MY POCKET KNIFE AWAY. PASSENGER INCIDENT --2 DRUNK, THRU THEM OFF --SHOULD NOT HAVE BEEN ON PLANE IN FIRST PLACE. HAD 5 "ARABIC PERSONS" ON BOARD NOT SIT IN SEATS ASSIGNED TO THEM . BROUGHT TO OUR ATTENTION . LOOKED SU
AIRPORT SECURITY
AIRPORT X PARRALELL VISUAL APPROACHES WITHOUT STAGGERING THE TRAFFIC. SOMETIMES IN FOREIGN COUNTRIES ENGLISH LANGUAGE AVAILABILITY CAN COMRPOMISE SAFETY. VISUAL APPROACHES WHEN YOU ARE FOLLOWING AN AIRCRAFT BUT CANT SEE THE AIRPORT. CONGESTED FREQUENCIES AIRPORT X
SECURITY AT THE AIRPORTS
WEATHER RELATED - ATC REROUTES YOU HALFWAY ACROSS THE COUNTRY TO AVOID BAD WEATHER, CAN CREATE FUEL PROBLEMS
DANGEROUS GOOD SHIPMENTS
ELIMINATION OF CORRECTION-CONFIRMATION BY ATC OF PILOT'S READING-BACK OF ATC INSTRUCTIONS SINCE ATC IS NOT HELD RESPONSIBLE
GETTING BETTER WEATHER INFORMATION. NO WEATHER MAPS ON 5 HOUR FLIGHTS
GROUND SECURITY SYSTEM
THE CONGESTION AT ALL OF THE MAJOR AIRPORTS
FLIGHT DESK SECURITY ISSUES
TOO MANY AIRPLANES AT THE MAJOR AIRPORTS AT ONETIME
FATIGUE, NIGHT FLYING
AIR TRAFFIC CONTROLLERS ARE WORKING SEVERAL SECTORS AT ONCE - THINKS CONTROLLER SHOULD ONLY WORK ONE SECTOR AT A TIME.
ATC COMMUNICATION CONFUSION
TERMINAL AREAS WHICH ARE CONGESTED KEEP CREWMEMBERS VERY BUSY WITH MANEUVERING
FATIGUE IS A BIG PROBLEM FLYING THE BACKSIDE OF THE CLOCK IS VERY STRESFUL AWAKE BUT ASLEEP AT THE SAME TIME SLEEP DEPRIVATION IS A BIG THING.
CLASS B AIRSPACE WITH RA'S VERY CONGESTED AND TA"S OCCURRING IN CLASS B AIRSPACE
ISSUE OF FUEL QUANTITIES, LEVEL OF CONCERN IS THERE
FATIGUE
HOW MANY TIMES IN THE LAST 90 DAY WERE YOU CLEARED TO LAND WITHOUT THE PROPER TRAFFIC SEPERATION.IN LAYMENS TERMS A GO ROUND
CONGESTION PROBLEM
THE RESTRICTIONS OF FLYING IN OR AROUND THUNDERSTORMS ARE UNREALISTIC.THEY ARE LEGAL RESTRICTIONS RATHER THAN SAFETY RESTRICTIONS
30 DAY NOT ENOUGH TIME YOU NEED TO EXTEND TO 6MNTH TO 1YR

D3A
A SURVEY ON GO AROUNDS ON HUB AIRPORTS
THE AGE 60 RULE AND RADIATION AFFECTS OF CREW MEMBERS(ESPECIALLY THIS ONE--IT IS EXTREMELY IMPORTANMT)
SECURITY AT AIRPORTS FOR EMPLOYEES, BAGGAGE NEEDS TRO BE CHECKED FOR EXPLOSIVES
TRAFFIC CONGESTION BOTH IN THE TERMINAL AREAS AND ON FREQUENCIES. MORE INFORMATION IS NEEDED FOR TURBULENCE AT SPECIFIC ALTITUDES.
CONTROLLERS DON'T HAVE TO READ BACK INFORMATION LIKE PILOTS DO
CONTROLLERS VECTORING FLIGHT TO AIRPORT VERY CLOSE AND VERY HIGH THEN CLEARING FLIGHT FOR VISUAL APPROACH. ATC HAS NO CONCERN FOR STABILIZATION
CREW DUTY ,REST PERIODS
AIR TRAFFIC CONTROLLERS, ESPECIALLY IN LOCATION X AND LOCATION X, TALK TOO FAST
STANDARDIZATION OF RUNWAY AND TAXIWAY MARKINGS.
CONTROLLERS TALKING ON MORE THAN ONE FREQUENCY
THE FACT THAT SOME COMMERCIAL AIRPORTS HAVE NO NAVAIDS-THERE SHOULD BE ILS AT EVERY AIRPORT
PHYSICAL HEALTH ISSUES
SECURITY ISSUES ARE STILL DISTRACTING TO SAFETY
FLIGHT ATTENDANTS LACK COMPLIANCE WITH NEW SECURITY PROCEDURES DEALING WITH COCKPIT ACCESS
ALTIMETER SETTINGS ARE CONFUSING WHEN FLYING OVER LOCATION X AND LOCATION X AIRSPACE
APPROACH AND DEPARTURE ABILITY TO CONTROL TRAFFIC IN LOCATION X AREA
MECHANICS TAXIING AIRCRAFT W-O GUIDANCE
ATC COMMUNICATION WHILE LANDING ON RUNWAY
IN [AIRPORT X] THE TOWER IS ACTUALLY IN A DIFFERENT COUNTY;WHERE THE TERMINALS ARE WE HAVE CONTROLLERS AT DIFFERENT SPOTS TO GUIDE US OUT;THEY CLEAR US TO TAXI ON A TAXIWAY OCCUPIED BY ANOTHER AIRPLANE-THIS HAPPENS QUITE FREQUENTLY
SCHEDULING AND FATIQUE
AIRFRAME ICING, ATC ASSISTANCE WITH WEATHER AVOIDANCE
LAND AND HOLD SHORT OPERATIONS
FATIGUE, ATC WORKING MORE THAN ONE FREQUENCY
HOMELAND SECURITY BILL WAS CHANGED NOT TO INCLUDE THE ARMED PILOT AMENDMENT
SEPARATION IN TERMINAL AREAS-LIKE [AIRPORT X] -HIGHER SPEED ON APPROACH
PILIOT FATIQUE @ INCREASE PROFINENCY OF MANY PILIOTS
CHECKLIST REVISIONS AND FLIGHT LIST REVISIONS VERY FREQUENTLY EVERY 6 MONTHS, CHECKLIST IS VARYING TOO OFTEN (MANUFACTURER'S BETTER THAN COMPANY CHECKLIST) MINIMIZE THE CHECKLIST PHILOSOPHY
STANDIZATION OF CREW SCREEN NEEDS TO BE MADE MORE CONSISTANT,
FATIGUE OF AIRCREW MEMBERS
AIR PLANE SECURITY AND R IS VERY SURE THERE SHOULD BE NO GUNS IN THE COCKPIT
INCREASED EDUCATION FOR THE PUBLIC - ON THE WAY THE SYSTEM WORKS, AIRLINE CONDITIONS THAT EFFECT SAFETY, EXTREME CONGESTION ON THE GROUND AND IN THE TERMINAL AREA,
LAND HOLD SHORT ISSUE--HOW IS THIS SUPPOSED TO BE HANDLED WHEN YOU HAVE A GO-AROUND. THIS WILL BE A BIG SAFETY ISSUE.
TAXIWAY SIGNAGE PARTICULARLY IN AIRPORT X, STANDARDIZING THE TAXIWAY NAMES, CHARTING IS
DUTY LIMITATION, CREW FATIGUE AND HOURS AS IT RELATES TO CERCADIUM RHYTHEM.
SURVEY SHOULD BE GEARED TO AUTOMATION
SECURITY ISSUES AND TERRORIST ISSUES, PASSENGER SCREENING

D3A
FREQUENCY CONGESTIONS, BIG PROBLEM READING BACK CLEARANCE TO ATC AND HEARING THEM, HEARING AND UNDERSTANDING THE ACTUAL READ BACK- WINDSOCK SHOULD BE AT THE DEPARTURE OF EVERY RUNWAY USED BY COMMERCIAL AIRCRAFT
ATCS IN FOREIGN COUNTRIES WHERE THEY ARE HARD TO UNDERSTAND SOMETIME ESPECIALLY LOCATION X
SYSTEM CONGESTION, AIR CREW SCHEDULING
SIMILAR CALL SIGNS AS OTHER AIRCRAFT,
R SAID THAT INTERNATIONAL TECHNOLGY MUST BE UPDATED . THEY ARE TECHNOLOGY FROM THE 1930
STRESSS AND FATIGUE
SECURITY AT AIRPORTS IS AN ISSUE. SOME AIRPORTS YOU GO THRU SECURITY AND SOME YOU DON'T (THE SMALLER AIRPORTS); CREW MEMBERS SHOULD BE SCANNED BUT THERE MAY BE OVER-KILL.
FATIGUE FACTORS IN INTERNATIONAL FLYING-TIME ZONE CHANGES
INCREASED TERMINAL CONGESTION OF GREAT CONCERN
MORE ?'S ABOUT CONGESTION ON TAXI CLEARANCES
YOU THINK THAT ALL BAGGAGE SHOULD BE SCREENED BEFORE ENTERING THE AIRPLANE WITH THE COMPONENT X MACHINES.
SECURITY ISSUES
CONGESTION
FMC AND LOSS OF BASIC SKILLS
CREW FATIGUE ISSUES, SECURITY SCREENING FOR PILOTS AFFECTING FLIGHT OPERATIONS, MAINTENANCE OF AGING AIRCRAFT
GROUND LIGHTING ENVIRONMENT IS NOT ALWAYS GOOD ENOUGH TO IDENTIFY TAXIWAYS, ETC. AT SOME
NOISE IN COCKPIT, TO MANY FREQUENCY CHANGES BY ATC WHICH CAUSES FATIGUE
HAVE YOU EVER DECLARED AN EMERGENCY ,AND WHAT FOR?
CREWMEMBER FATIGUE
FREQUENCY CONGESTION DUE TO WEATHER DEVIATIONS ENROUTE
T-CAS ON CARGO AIRCRAFT- R THINK THERE SHOULD BE MORE INVESTIGATION ON THIS
GROUND PROBLEMS
CONGESTION ON THE RADIOS
GROUND CONGESTION GETTING WORSE ESPECIALLY IN LOCATION X LANGUAGE A PROBLEM FROM OTHER COUNTRIES
AIRPORT X OPERATIONS ARE VERY LAXED IN CHANGING RUNWAYS-VERY NARROW DISTANCE IN CLEARANCE
SECURITY ISSUES
INSUFFICIENT INFORMATION ON SAFETY
ATC AT AIRPORT X IS NOT CONSISTENT-THEIR APPROACHES AND DEPARTURES ARE NOT STANDARD
ATC AND PILOT PHRASOLOGY AND CLEARANCE READ BACKS
NEED MORE GROUND BASED WEATHER RADAR INFORMATION, THIS WOULD BE MUCH SAFER,COULD PLAN WAY IN ADVANCE
ADHERENCE OF PILOTS OF SOP'S & CONTROLLERS GIVE TOO MANY COMMANDS AT ONCE
RADIO FREQUENCIES WE ARE TRANSMITTING AT SAME TIME -SENDING AND RECIVING AT SAME TIME
IMPROPER CONTROLLER PHRASEOLOGY
RECALL PERIOD SHOULD BE EXPANDED BEYOND 60 DAYS
PILOT FATIGUE. PARTICIPAATED IN STUDY IN '88 AND NASA HAS DONE NOTHING WITH INFO
PREFERENCIAL TREATMENT OF ONE AIRLINE OVER ANOTHER BY ATC--NORMAAL CARRIERS OVER DISCOUNT CARRIERS. DEPARTURES IN ATL ARE TOO TIGHT-DON'T GIVE ENOUGH ROOM
ARROGANT CONTROLLERS BELITTLE PILOTS FOR CHECKING CLEARANCE MAY INTIMIDATE THE PILOT. CONTROLLERS NEED BREAKS MORE OFTEN.

D3A
SCREENING PASSENGERS AND CREW MEMBERS.
APPROACH INTO LOCATION X SWITCHING RUNWAYS IN CONGESTION LOCATION X HAS POOR CONTROLLERS LOCATION X CONTROLLERS DO GOOD
RADIO CONGESTION ON GROUND, ACARS GROUND CLEARANCE USAGE
QUESTION ABOUT CREW WORKLOAD
MORE Q'S THAT APPLY TO US INTERNATIONAL PILOTS. THERE ARE SEVERE LONG-STANDING PROBLEMS W-FOREIGN ATC
MORE QUESTIONS ABOUT TRAFFIC SEPARATION @ALSO LAND 2 HPLD SHORT OPERATIONS
[AIRPORT X] HAS MORE CONTROL OVER THE AIRSPACE - [AIRPORT X] AIRPORT SOMETIMES HAS TO LAND WITH 10 KNOTS
SECURITY CHECKPOINTS - R FELT THEY WERE RIDICULOUS.
ASK ABOUT FLIGHT TIME AND DUTY LIMITATION FOR AIRCREW
CONGESTION IS LESS A PROBLEM CAUSE AIRPLANES HAVE CUT BACK
SAFETY ISSUES AS FAR AS TERRORISTS AND HIJACKING
SOON TO COME 1,000 FT SEPARATION WILL CREATE SAFETY HAZZARDS
CREW REST
BECAUSE OF SEVERE WEATHER CERTAIN AIRPORTS ARE VERY CONGESTED ONTHE GROUND AND IN THE AIR
SINCE X SUSPENDED RULE ANY ONE CAN USE A JUMP SEAT. MAY BRING IT BACK AND IT IS A CONCERN.
MEL DEVEEATIONS
RULES IN AIR DIFFERENT FROM THOSE ON THE GROUND, E.G.-COMMUNICATION WHILE TAXIING. CONGESTION ON GROUND IS A PROBLEM
ASKING US TO FLY TOO FAST ON FINAL
SEVERE CONGESTION PROBLEMS AT SOME OF THE AIRPORTS
EQUIPMENT USED BY INTRERNATIONAL CONTROLLERS -CUT OUT AND SCRATCHY. FOREIGN CONTROLLERS USE ALOT OF SPANISH TO OTHER PILOTS EVEN THO THEY USE ENGLISH TO US.
MINIMUM REST PERIOD REQUIREMENTS BETWEEN DUTY PERIODS IS NOT ENOUGH REST
TRAFFIC CONGESTION
WHICH AIRPORTS PILOTS THINK ARE PROBLEM AERAS
CONTROLLERS USING MULTIPLE FREQUENCIES, BE DETAINED IN SECURITY LINES WHEN WE COULD BE STUDYING THE WEATHER. BOTH OF THESE ARE AN ONGOING PROBLEM.
NON-STANDARDIZATION OF DESCENT CLEARANCES IN TERMINAL AREAS-SPECIFICALLY IN THE [LOCATION X]
A.T.C DO NOT MAINTAIN A LISTING WATCH ON THE FREQUENCY THAT THEY ARE WORKING(OFF THE LINE)
R SAID THEY NEED BETTER TAXING MARKINGS
PROBLEM WITH ATC WORKING ON MORE THAN ONE FREQUENCY AT A TIME CLEARANCE, GROUND, AND TOWER AT SAME TIME. PROBLEM WITH FAR'S FOR CARGO CARRIERS.
THE SECURITY PROBLEMS IN THE AIRPORTS. THEY ARE FIGHTING THE WRONG PROBLEMS. IT IS NOT THE PILOTS. PILOTS NEED TO BE ARMED.THEY HAVE AN UNUSAL AMOUNT OF SECURITY PROCEDURES FOR THE PILOTS YET NO BODY TALKS ABOUT SECURITY PROCEDURES FOR MECHANICS, BAG
TRANSITING THE CORNER OF 3 SECTORS, THE NUMBER OF FREQUENCIES AND BEING HANDED OFF TO MULTIPLE CONTROLLERS
ARMING OF THE COCKPITS
SIMILAR CALL SIGNS CONFUSING
FREQUENCY CONGESTION PROBLEMS ARE REALLY AN ISSUE
SAFETY PROBLEM WITH SLEEPING AND RES SCHEDULING AND PSYCHOLOGICAL PROBLEMS THAT GO WITH LAYOFFS AND SECURITY

D3A
CONGESTION, LACK OF RUNWAYS, RUNNING TOO CLOSE TOGETHER, BLOCKED TRANSMISSIONS , SIMILAR SOUNDING AIRLINE ID NUMBERS
QUESTIONS ON FAR DUTY LIMITS, MANDETORY TCAS ON ALL AIRCRAFT, AND QUESTIONS ON COCKPIT SECURITY ISSUES
SIMILIAR SOUNDING CALL SIGNS
ATIS FREQUENCY LOCATION X - SHARE APPROACH CONTROL FREQUENCY WITH NEARBY FACILITIES THAT MAKE IT DIFFICULT TO PLAN FOR APPROACH AND ARRIVAL IN A TIMELY MANNER
ATC CONFLICTS BTWN TOWER & APPROACH INSTRUC.
CONCERN WHERE CONTROLLERS AREN'T ACTUALLY WHEN THEY INITIATE CLEARANCE CHANGE FOR AN ALTITUDE CHANGE. IT SHOULD BE THE RESPONSIBILITY OF THE CREW AND THE CONTROLLER FOR CLARITY, SO THE RESPONSIBILITY FOR CLARITY SHOULD BE JOINT AND
FREQUENCY CONGESTION
LATE RUNWAY ASSIGNMENTS,ALSO HIGH AIRSPEED ON SHORT RUNWAYS
GROUND SECURITY; REGARDING INTERNATIONAL-ARE THERE AREAS OF THE WORLD PILOTS FEEL IT'S A VERY DIFFERENT ENVIRONMENT (E.G., LOCATION X, LOCATION X, LOCATION X).
FLIGHT HOUR REQUIREMENTS COULD BE BETTER
RAISE THE AGE 60 RULE
FATIGUE ISSUES
CONGESTION IN THE AIR
UNKNOWN
IN THE [LOCATION X] CONTROLLERS SEEM TO LOSE THE FREQUENCY.
SINGLE CONTROLLERS WORKING MULTIPLE FREQUENCIES ON THE GROUND
LAST MINUTE CHANGES TO RUNWAY FROM THE A T C SYSTEM
THE FAA RUNS THE SHOW THEY NEED TO BE OVERHAULED FROM TOP TO BOTTOM. THEY HAVE ONE CONTROLLER WORKING THREE FREQUENCIES, AND ALTHOUGH WE'VE HEARD ABOUT THIS MODERIZATION THATS OCCURING IT AIN'T HAPPENING . THEIR DUAL MANDATE OF PROMOTING
TCAS NEEDED FOR CARGO FLIGHTS- CONTROLLERS ARE PUSHING PILOTS ACCEPT UNSAFE AND QUESTIONABLE CLEARANCES
FATIGUE
I HAVE TO GIVE THAT SOME THOUGHT . I CAN'T ANSWER UNTIL I GIVE THIS SOME MORE THOUGHT.
THE PACE OF DEPARTURES AND ARRIVAL AND SEQUIENCING SHOULD BE SLOWED DOWN, PUSHING AIRPLANES TO QUICKLY
A T C FREQUENCIES AT MAJOR AIRPORTS ARE WAY TO CONGESTED,GROUND IN DEPARTURE OR ARRIVAL FREQUENCIES ARE WAY TO CONGESTED AND IS CAUSING DELAYS
FLOW CONTROL BY ATC, INVOLVES VECTORS AND SPEEDS UNNECESSARILY CONTROLLED FOR EXCESSIVE
1 CONTROLLER WORKING 3 OR 4 FREQUENCIES AND PILOT DOESN'T KNOW WHERE HE IS ESPECIALLY AT NIGHT.
CONCENTRATE ON 30 MILES OUT
FATIGUE RELATED ISSUED;
OPERATION ON PARALLEL RUNWAYS, WHERE TRAFFIC LANDS NEXT TO FLIGHTS TAKING OFF
R SAID THAT THERE ARE VERY SCARY PEOPLE FLYING AND SOME SHOULD BE DEPORTED, ALSO THERE ARE TOO MANY PLANES IN THE AIR (CONGESTION)
FREQUENCY CONGESTION--CAN'T HEAR AND MISINTERPRET IN TERMINAL AREA. ATC REQUESTS TO KEEP SPEED UP. ATC AND PILOTS HAVE BRUNT OF TRAFFIC CONGESTION. LANDING AND HOLD SHORT. PRM APPROACHES
TO MANY AIRPLANS TO LITTLE SPACE
OPERATIONS INTHE EAST COAST CORRIDOR ISA ZOO. ASK ?, WHAT IS IMPACT OF TRAFFIC DELAYS AND REROUTES ON PILOTS

D3A
GENERAL TRAFFIC CONGESTION IN THE TERMINAL ENVIRONMENT SHOULD BE ASKED; IN MAJOR CLASS AIRSPACE RADIO CONGESTION IS AN ISSUE IN THE FACT THAT THE NUMBER OF AIRCRAFT COMPRESSED THE NUMBER OF TRANSMISSIONS
SECURITY ISSUES
INFASTRUCTURE CONDITIONS, RUNWAY, TAXIWAY LIGHTING, RUNWAY LENGTH, NEED WORK OUTSIDE, QUALITY OF WEATHER AVAILABLE, IN ROUTE, TERMINAL, IN-BOARD
WEAKEST LINK IS FREQUENCY CONGESTION. ALSO, CERTAIN FLIGHT OPERATIONS WHICH WE PERFORM MAY NOW GET US SHOT DOWN BY AIRCRAFT TYPE X
FLOODING OF AIRWAYS WITH LARGER QUANITY OF REGIONAL JETS
DISTRACTIONS REGARDING PAY CUTS, LAYOFFS ETC.
SLEEP DEPREVATION- FATIQUE PRIMARILY DEALING WITH RESERVE PILOTS
MANY AIRPORTS ARE TOO CONGESTED--WE NEED MORE CONCRETE OUT THERE
QUESTIONS REGARDING INACCURATE GROUND CLEARENCES FROM ATC AT [AIRPORT X]
THERE ARE CERTAIN HEAVY USE AIRPORTS THAT NEED TO HAVE TRAFFIC USE SURVEYS-[AIRPORT X] IS THE WORST, [AIRPORT Y] ALSO
FATIGUE - NIGHT FLYING
DELAYS DUE TO A T C SATURATION
NO TRANSPONDERS ON SOME PLANES ALLOWED IN HIGH DENSITY AIRSPACE. ALSO,ATC DOES NOT ALWAYS ACKNOWLEDGE AIRCREW'S READ-BACK OF ALT. ASSIGNMENTS
THINK ITS A FINANCIAL ISSUE-MANY AIRPORTS COULD INSTALL VISUAL AIDS FOR LANDING
SIGNAGE ON GROUND ESP @ AIARPORTS WITH CURVES + INTERSECTIONS
SECURITY AGAINST TERRORISM QUESTION
NOISE ABATEMENT
DID NOT ASK ABOUT TCAS AND RA ISSUES
ALTITUDE RESTRICTIONS ON SIDS AND STARS ARE OFTEN UNCLEAR
SUFFICIENT ABILITY TO TALK TO ATC IN A HURRY WHEN NEEDED-DUE TO TRAFFIC CONGESTION AND ATC
CLEARANCE CHANGES IS ALWAYS A PROBLEM
COMMUNICATION PROBLEMS
TO MANY SPEED ADJUSTMENTS ENROUTE PRIOR TO TERMINAL CONTROL
SPACING ISSUES
AMT OF FREQUENCY CONGESTIONS REDUCED
PERIMETER SECURITY AT AIRFIELD, COCKPIT SECURITY PRIOR TO DEPARTURE AND IN-FLIGHT
WAKE TURBULANCE ENCOUNTER ON TAKE OFF &LANDING
STANDARD CONTROLLER PHRASEOLOGY
RESTRICTING QUESTIONS TO 60 DAYS - IF YOU HAVE SOMETHING SIGNIFICANT HAPPEN YOU WOULD
CREW SCHEDULING
LAND & HOLD SHORT ISSUE
SOME TOWER CONTROLLERS ARE OVERLOADED
QUESTIONS INVOLVING THUNDERSTORMS AROUND AN AIRPORT.
MORE EMPHASIS ON TEAMWORK DURING TRAINING, AS OPPOSED TO CAPTAIN GIVING ORDERS
CREW REST ISSUES.
AIR MARSHALL AND CREW INTERACTIONS-NOT MADE AWARE OF THEIR PRESENCE, CREW DISTRESS DUE TO SCREENING
FREQUENCY CONGESTIONS WITH ATC WHEN ON SEVERAL FREQUENCIES-OFTEN MUST INTERRUPT ATC FOR REPEAT OF INSTRUCTIONS
BETTER STANDARDIZED WORDING FOR CONTROLLERS-ALSO CONTROLLERS WORKING TOO MANY CRAFT AT ONCE

D3A
TRAFFIC AND RADIO SATURATION
ARE YOU BEING PRESSURED TO ACCEPT ATC DANGEROUS CLEARANCES, PROBLEMS WITH STANDARD ARRIVAL CLEARANCES WITH ROOKIE CREWS
FATIGUE, SECURITY
BURDEN FOR VIOLATION FOR ASKING A QUESTION, CONCERNED ABOUT THIS
SECURITY AT TERMINALS
FATIGUE
LACK OF GROUND FACILITIES, LACK OF NEW TECHNOLOGY , NOT ENOUGH RUNWAYS
R SAID MANY SAFETY PROBLEMS WITH CHANGING FREQUENCIES WITH ATC COMMUNICATION
INCONSISTANCY FROM 1 REGION TO ANOTHER IN WAY FAA ADDRESSES INSPECTIONS-RAMP+LINE+SIMULATOR CHECKS.EACH REGION HAS ITS OWN AGENDA.CONGESTED AREAS [AIRPORT X] FLOW CONTROL NEEDS TO BE IMPROVED-ARRIVAL PROCEDURES +STANDARD AIRSPEED +ALTI
TIME SHOULD EXTEND BEYOND THIRTY DAYS
REQUEST THE TERM"CLEARED FOR LANDING" MEAN NOTHING IN YOUR WAY ON THE RUNWAY
ATC CONGESTION , SOME OT THE QUESTIONS SHOULD ADDRESS THE IN ROUTE PHASE WIHT PARTICULARLY WITH H. F TRANSMISSIONS (HIGH FREQUENCY) . WHEN OVERSEAS THEERE IS A LOT OF CLUTTER AND SOUND IS GARGLED THIS COULD BE A PAIN IN THE NECK BUT THIS IS THE ONLY
R SAID THEY SHOULD ADDRESS SCREENING BAGS@ ALO AT [AIRPORT X] THERE ARE SHORT TERM RUNWAYS AND TO MUCH CONGESTION
FATIGUE
R SAID ESPECIALLY IN [AIRPORT X] HAS A NOISE ABATEMENT PROBLEM, TO MUCH NOISE DEPARTING 2 THE INDUSTRY WORRIES ABOUT THE FUEL LOADAND HAS FUEL TO THE MAX. AND THEN LEAVE IT UP TO PILIOTS AND THEN THE CAPACITY NEEDS AN ADJUSTMENT. 3PROFILING INDIV ADJ
DISTRACTION IN THE COCKPIT DUE TO FLIGHT ATTENDANT CALLING OR COMING TO THE COCKPIT AT INAPPROPRIATE TIMES
AIRPORT CONGESTION AND ATC HAVING PLANES COME IN OFTEN AT HIGH SPEED
AIRPORT SIGNAGE TAXI SIGNS SHOULD BE IMPROVED, RUNWAY SIGNAGE IMPROVED
UNDESIRABLE HIGH ALTITUDE OR AIRSPEED ON APPROACH DUE TO AN ATC CLEARANCE
CHANGING 0F COMMUNICATION BETWEENFLIGHTATTENDANTS AND PILOTS AS RESULT OF NEW SECURITY.WHAT % OF COMPANY POLICIES ARE PILOTS FOLLOWING REGARDING NEW SECURITY
THINGS ARE SLOWED DOWN BUT STILL OK IN TERMS OF SAFETY
ATC COMPUTERS NEED TO BE UPGRADEDD
NON TOWER OPERATIONS
MORE QUESTION ON EQUIPMENT UPDATED AVIONICS AS OPPOSE TO OUT OF DATE AVIONICS ESPECIALLY GROUND CONTROL
FREQUENCY OVERLAP, FEDERAL AIR MARSHAL IS A THREAT.
SEPARATION BETWEEN AIRCRAFT WILL DECREASE, ALL FLIGHTS SHOULD HAVE TCAS
WHY DON'T THE LUGGAGE AND FOOD HANDLER DO NOT HAVE TO GO THROUGH SECURITY SCREEN.
CREW FATIGUE
TRAFFIC CONGESTION AT SOME BIG AIRPORTS
QUALITY OF AIRBORNE WEATHER RADAR VERSUS GROUND
AIRSPEED ASSIGNMENTS BY ATC ON FINAL SEGMENT OF APPROACH - ARE THEY ASKING FOR TOO HIGH A SPEED OR APPROACH SPEED OUTSIDE THE FINAL APPROACH FIX
FATIQUE

D3A
NOT IN THE US BUT IN SOUTH AMERICA, FOR INTENSE [LOCATION X] THEY TELL YOU TO LINE UP AND HOLD AFTER A AIRPLANES LAND. THIS IS VERY CONFUSING, BECAUSE IF YOUR NOT PAYING ATTENTON YOU COPULD PULL OUT ONTO AN ACTIVE RUNWAY.
CONGESTION ON THE GROOUND AND AT THE TERMINAL AREAS
AUTO PILOT RELATED ISSUES
RUNWAY INCURSIONS DUE TO LANGUAGE DIFFERENCES, STANDARDIZE THE LANGUAGE
MULTIPLE FREQUENCY HANDLING BY ATC WHILE EN ROUTE IS A PROBLEM; COMMUNICATIONS FROM ATC DURING LANDING ROLLOUT-ATC ISSUES CLEARANCES WHILE THE CREW IS TRYING TO STOP THE PLANE-THIS IS
ATC PUTTING YOUR FLIGHT OFF ROUTING THAT YOU WANT AND TAKING ROUTING THAT THEY WANT MIGHT BE AN INTERESTING QUESTION.
DIDN'T ASK ANY QUESTIONS ABOUT MAINTENANCE.
AIRPORT X- NOISE ABATEMENT PROCEDURES
ATC LAST MINUTE CHANGES TO RUNWAY AND AIRSPEED ASSIGNMENTS.POOR COMMUNICATION FREQUENCY-HF FOR PACIFIC OCEAN CROSSINGS.PILOT FATIGUE- INADEQUATE CREW REST DUE POOR AIRCRAFT REST FACILITIES - REGULATIONS REQUIRED FOR STANDARDIZED IMPROVEMENTS.
ATC COMMUNICATION ESP. CONGESTION
ONE
OVER ZEALOUS SCREENING OF CREWMEMBER BY TSA
FATIGUE ISSUES
THINGS ARE VERY CONGESTED RWSM IS GOING TO MAKE IT MORE CONGESTED
SEQUENCING BETWEEN ARRIVING AND DEPARTING AIRCRAFT IS TOO TOO CLOSE AT AIRPORT X AIRPORT AND MANY OTHER DOMESTIC AIRPORTS
ATC SYSTEM SOMETIMES NOT HELPFUL RE THUNDERSTORM AVOIDANCE
SECURITY MEASURES THAT HAVE BEEN INITIATED HAVE CAUSED MORE STRESS TO INFLIGHT SERVICE CREW WHICH IS PASSED TO COCKPIT CREW REVIEW AND OR RESOLUTION
SECURITY CONCERNS-CANNOT BELIEVE THAT WE STILL DON'T HAVE A NATIONAL SECURITY BADGE
CONTROLLERS FAIL TO HAND PILOTS OVER TO COMMUNICATIONS
MORE DETAILED Q'S RE WHY FREQ CONGESTION HAPPENS
8 HRS FLYING IN 24 HRS DUTY PERIOD
OVERLY COMPLICATED DEPARTURE PROCEDURES,
SECURITY IS EXTREMELY FRUSTRATING, SYSTEM IS FLAWED, LOT OF WINDOW DRESSING
ALL NIGHT FLIGHTS TO OVERSEES LOCATION WITH 2 PEOPLE IN COCKPIT APPROACHING VERY CLOSE TO 8 HOURS.
SMALL AIRPORTS DO NOT KNOW THE GRAVITY OF CHANGES MADE
NON STANDARD PHRASEOLLOGY USED BY PRIMARILY GROUND CONTROLLERS
CONGESTION IN THE NORTHEAST ESP [AIRPORT X]
QUESTIONS ABOUT LAND AND HOLD SHORT, LANDING WITH A TAILWIND, HOLDS BASED ON REPORTED MICROBURSTS, PROBLEMS WITH AIRLINE SECURITY SEARCHES ISSUES,
FATIGUE, EXPAND THE PERAMETERS TO INCLUDE FATIGUE, HOW MANY TIMES HAVE PEOPLE GOTTEN WHAT THEY FELT WAS ENOUGH REST, IF THEIR COMPANY ARE SUPPORTING THE PILOTS TO REST OR FORCING THEM TO
RVSM SHOULD BE IMPLEMENTED THE US
THE MODERNIZATION OF THEIR EQUIPMENT OF ATC.
FREQUENCY CONGESTION DOES BECOME A REAL PROBLEM NOT ONLY IN THE AIRPORT AREA BUT ALSO EN
FATIGUE -& 3 OF TIMES IT'S PLAYED A ROLE IN RUNWAY APPROACHES
CALL SIGN CONFLICTS, CREW FATIGUE
FATIGUE:CONCERN WITH FATIGUE WITH ALNIGHT AND INTERNATIONAL FLIGHTS.

D3A
LAND & HOLD SHORT OPERATIONS WILL CAUSE A MAJOR ACCIDENT. THAT IS A GIVEN AND IT IS BEING DONE MORE & MORE BY THE FAA. THE CHANGE TO THE AIRMAN INFO MANUAL RE THE NEW REG THAT ATC NO LONGER IS REQUIRED TO READ BACK A CLEARANCE IS ANOTHER PENDING DISASTER
CARGO FLEET NOT MANDATORY TO HAVE TCAS
MORE OPIONIONS ON HOW TSA OPERATES SECURITY CHECKPOINTS
AIRPORT MARKING SHOULD BE STANDARDIZED. INNER TAXIWAY CALLED SAME THING AT EACH AIRPORT
R SAID TAXING ON @INCORECT TAXIWAY@RUNWAY INCIRSIONS
QUESTIONS ABOUT TAXI MARKINGS AT MAJOR AIRPORTS
HOW TO HANDLE CONGESTION SMALL AIRCRAFTS ARE A PROBLEM IT SHOULD BE A CERTAIN TIME OF DAY WHEN ONLY AIRCRAFT TYPE X ARE ALLOWED TO COME IN ETC. THIS WOULD PROBABLY CUT AIR TRAFFIC CONGESTION BY ABOUT 30 PERCENT.
R SAID THERE ARE PROBLEMS WITH SOME ATC
THEY ARE BUILDING TO MANY AIRPORTS WITH MULTIPLE PARALLEL RUNWAYS AIRPORT X ETC.
THE BASIC TERMINAL ATC CONTROL SYSTEM ESP IN THE HUB CITIES LIKE AIRPORT X, AIRPORT X< AIRPORT X
CONFLICT WITH LIGHT AIRCRAFT AND A.T.C TRANSPONDER ERRORS
TRAFFIC CONTROL
CONTROLLERS WORKING DIFFERENT FREQUENCIES AT THE SAME TIME; NOISE ABATEMENT PROCEDURES OUT OF AIRPORT X SHOULD BE ELIMINATED OR SHUTDOWN THE AIRPORT...COMPROMISING SAFETY FOR QUIETNESS
USE A WEB BASE WHEN DOING SURVEYS
CREW DUTY PERIODS AND CREW REGULATIONS--IT'S COMPLETELY OUT OF CONTROL. THERE IS NO OTHER THING WORSE.
ATC CONTROLLERS OPERATING ON 2 FREQUENCIES-TALKING TO 2 DIFFERENT FLIGHT CREWS AT THE SAME - ONE MAY BE IGNORED NOT KNOWING HE'S COMMUNICATING WITH SOMEONE ELSE
FURTHER INVESTIGATION OF DETAILS ON RADIO CONGESTIONS RESULTING ON MISSED CALLS AND CLEARANCES
SECUIRTY UPON ENTERING AN AIRPORT..THE SYSTEM SUCKS FOR CREWMEMBER...IT IS HASSELING CREWMENBERS IN A WAY THAT IS UNPROFESSIONAL. ..I'M SPEAKING COCKPIT CREW,MEMBERS OF MAJOR AIRLINES...YOU SHOULD TREAT THE COCKPIT CREWMEMBERS THE SAME AS THOSE WHO ARE AR
EMPHASIZE ON FREQUENCY CONGESTION IE [AIRPORT X], [AIRPORT X], [AIRPORT X], [AIRPORT X]
CRITICAL PATH TO SAFETY IS ATC COMMUNICATIONS AND ONLY ONE PERSON CAN TALK AT A TIME ON ONE FREQUENCY, HUMAN FACTORS, ERRORS BETWEEN CREW MEMBERS, BETWEEN ATC AND PILOTS
ASK ABOUT TRAFFIC CONFLICTS IN HIGH DENSITY TRAFFIC AIRPORTS
CREW REST
THE PHYSIOLOGICAL FATIGUE AND STRESS OF THE FINANCIAL CONCERNS OF THE AIRLINES IS A DEFINITE FACTOR.
CONGESTION AT MAJOR AIRPORTS
ATC, LOCATION X GETTING OVERLY CONGESTED
FATIGUE IN THE COCKPIT
CONCERNS W-COST CUTTING, STRESS. LOSS OF RETIREMENT & WAGES , MORALE CAN CREATE DISASTER AND NO ONE SEEMS CONCERNED, MAKES IT HARD TO MEET PROFESSIONAL REQUIREMENTS UNDER THIS PRESSURE
SECURITY ON GROUND
CREW DUTY TIME FLAG TIME AND SUPPLEMENTAL FOR CARGO PILOTS AND BACK SIDE OF THE CLOCK
CLOSE PARALLEL APPROACHES, IN AIRPORT X PARTICULARLY.
RADIO CONGESTION
RE: FREQUENCY CONGESTION- TIME LASPE BETWEEN NUMBER OF ATTEMPTS AND ACTUAL COMMUNICATION ALSO WHEN AND WHERE DOES THIS MOST FREQUENTLY OCCUR, ETC
NAMING APPROACH PLATES ARE AMBIGUOUS , FMS DATABASES.

D3A
DUTY TIMES, PUSHING BY THE COMPANIES, LENGTHEN THE RECALL PERIOD, FATIGUE ISSUES, PILOT MANAGEMENT, FAR REGULATIONS, POOR TRAINING, MEALS
SECUIRTY AND CREW MEMBERS GOING THROUGH SECURITY
COMMUNICATION ON RADIO FREQUENCY IS OUTDATED AND POOR, TAXI INSTRUCTIONS SHOULD BE ON A MOVING MAP, ELECTRONIC SUBMISSION OF DATA
FIRE PROTECTION-WE HAVE DETECTION BUT NO PROTECTION
FREQUENCY CONGESTION IS A BIG PROBLEM.
COMMUNICATIONS QUESTIONS TOWARD THE NE CORRIDOR- AIR TRAFFIC CONTROL AROUND LOCATION X AND LOCATION X AREAS AIRSPACE.
LOOK AT STANDARDIZATION NOT ONLY IN A COMPANY BUT IN FLEETS--VARIOUS FLEETS HAVE DIFFERENT RESPONSES TO AUTOMATION.(GLASS AIRPLANES).
THERE IS A PROBLEM WITH AIRSPACE CONJESTION DUE TO THE # OF SMALL REGINAL JETS THAT ARE FLYING
FATIGUE ISSUES
WE HAD A SITUATION IN LOCATION X TWHERE WE GOT A FIX THAT WE COULD NOT UNDERSTAND WHAT THE CONTROLLER SAID AND FINALLY GOT ANOTHER CONTROLLER. THERE ARE LANGUAGE PROBELMS BUT WE CAN USUALLY TELL BY THE WAY THEY SOUND WHAT THEY MEAN. WE COULDN'T UNDERSTAND A
SOME AIRPORTS ARE TRANSITIONING TO ARRIVALS WHICH CREATE CONFUSION
THE QUESTION ABOUT FREQUENCY CONGESTION WELL I CAN SAY THAT THE FREQUENCY CONGESTION DIDNOT EVER PREVENT ME FROM DOING SOMETING I THOUGHT WAS CRITICAL IN NATURE, ITS BECOMING MORE OF A PROBLEM SOMETIMES ON THE GROUND CONT'D
AT AIRPORT X FREQUENCY CONGESTION, ALSO AIRPORT X.
ATTITUDE OF MANY OF THE ATC - UNCOOPERATIVE & SHORT
CONGESTION- LANGUAGE ENGLISH
FATIGUE AND CREW DUTY TIME, CONGESTION IN TERMINAL AREA RADIO TRAFFIC
ABILITY TO MAKE ALTITUDE CLEARANCES DUE TO LATE CLEARANCES FROM ATC, BEING VECTORED OFF A STAR, ASKED TO REJOIN THE STAR AND MAKING ALTITUDE CROSSINGS
A SYSTEM AT AIRPORT X -RAMP FACILITY-RATHER THAN ASKING VERBALLY REGARDING PUSH BACK FROM THE RAMP, ATC RELIES ON ACARS, WHICH MEANS THAT INSTRUCTIONS ARE TYPED IN BY ATC AND THE COCKPIT RATHER THAN BY VOICE.
WITH AIR CARRIER X WE HAVE AN ISSUE WITH SLEEP PATTERNS AND FATIGUE -IT PLAYS INTO EVERY ASPECT OF SAFETY
R SAID ON ARRIVALS AT AIRPORTS BROUGHT DOWN TO LOW ALTITUDE CAUSING FUEL BURNS.
AIRPORT MARKAGE,AND TAXI CLEARANCES
ATC DELAYS ADDS TO CONGESTION, ATC IS THE MAIN PROBLEM WITH GETTING PLANE MOVINGS. ATC IS UNABLE TO HANDLE WEATHER SITUATIONS APPROPRIATELY
TALK MORE ABOUT REST AND DUTY TIME
COMMUNICATION CONGESTION (RADIO), EXTENDED DUTY DAYS, WAITING FOR DELAYS
PROBLEMS WITH FYLING INTO FOREIGN AIRPORTS; DIFFICULT TO GET GOOD WEATHER IN 3RD WORLD COUNTRIES; BEING OPENED LATE AT NIGHT; HAVING LIGHT;
ENFORCEMENT OF PRACTICAL TEST STANDARDS
GETTING TAXI CLEARANCES WHILE LANDING
IN [AIRPORT X] - THE ARRIVALS & DEPARTURES USED TO BE VERY STABLE. 1-1-2 YRS AGO ATC CHANGED 5 DIFFERENT PROCEDURES. THIS CREATES MUCH CONFUSION & IS A DEFINITE SAFETY ISSUE
TOO MUCH TRAFFIC IN TERMINAL AREA
READ BACK HEAR BACK
RUNWAY INCUSIONS

D3A
INEFFICIENT USE OF AVAILABLE AIR SPACE AND RUNWAYS IN MAJOR TERMINAL AREAS-
MANY PROBLEMS WITH ATC- [AIRPORT X] HAS THE VERY WORST CONTROLLERS. AT [AIRPORT X] AND OTHER AIRPORTS ATC ALMOST ALWAYS PUTS YOU ION TOO CLOSE AND LEAVES YOU TOO HIGH. NON-STANDARD TERMINOLOGY IS A SEVERE PROBLEM, ESPECIALLY ON THE WEST COAST- [AIRPORT X]
ALL BIG AIRPLANES NEED TO HAVE T-CAS SYSTEMS
FREQUENCY CONGESTION, CONTROLLERS IN FOREIGN COUNTRIES NEED TO LEARN ENGLISH,ALSO POOR SIGNAGE 0N OUR AIRPORT GROUNDS FOR TAXIWAY AND RUNWAY INTERSECTIONS
CREW REST RULES FOR RESERVES-WAKING PILOT IN MIDDLE OF NIGHT TO NOTIFY HIM TO REST BEFORE FLYING LATE THE NEXT NIGHT. RUNWAY INCURSIONS-LIGHTS S-B RED, NOT AMBER. FLIGHT MANUALS DO NOT LIST RADIO FREQ'S OF LIFE RAFT.
I DON'T THINK THAT KEEP CHANGING HOW WE DO THINGS IS THE BEST IDEA--WE NEED TO BE CONSISTENT IN WHAT WE'RE DOING REGARDING PROCEDURES
TRAFFIC CONGESTION ON THE RADIO CAN BE A BIG PROBLEM-WHEN THE AIR TRAFFIC CONTROLLER IS ON 2 SEPERATE FREQUENCIES AT ONCE
FLIGHT TIMES, DUTY REGULATIONS, FLYING TIRED
HAVE 2 TOWER CONTROL FREQUENCY BUT ONLY ONE CONTROLLER IS WORKING THE FREQUENCIES - TOWER FREQUENCY
SIMILAR CALL SIGNS ON FLIGHTS.
WE NEED TO GET AN ANTI-BLOCKING DEVICE FOR ATC COMMUNICATION.
BACKSIDE OF THE CLOCK,ALSO LENGTH OF CREW DUTY
FREQUENCY CONGESTION ESPECIALLY EASTBOUND
PILOTS ARE RESPONSIBLE FOR MANY THINGS SO THE STRESS LEVEL IS VERY HIGH . ALSO R SAID PILOTS ARE RESPONSIBE FOR COMMUNICATION ATC MUST HELP PILOTS WITH THE READ BACKS PILOTS HAVE MORE STRESS WITH TSA .THERE LICENCE CAN BE TAKEN AWAY
THE WHOLE STUDY SHOULD BE DIRECTED TOWARD THE CONTROLLERS, WHO WORK 150% BUT NEED MORE PERSONNEL AND ADVANCED EQUIPMENT TO SUPPLY ALL AIRCRAFT WITH UP-TO-DATE INFORMATION
TSA PROBLEMS
HOW OFTEN DO YOU EXPERIENCE FREQUENCY CONGESTION AND WHERE (WHICH ENVIRONMENT), EXPAND THE VEHICLE NEARBY COLLISION QUESTIONS, LAND AND HOLD SHORT
WAKE TURBULENCE NEEDS MORE FOLLOWUP
ATC COMMUNICATIONS SYSTEM IS ANTIQUATED, UPGRADE THE TECHNOLOGY SO THERE IS NO STEPPING ON FREQUENCIES
CREW REST
WHY IS THE NO COMPONENT X EQUIPMENT AT MAJOR AIRPORTS, ESPECIALLY AT NIGHT. NO LIGHTS AT AIRPORT X EXCEPT REFLECTIVE LIGHTS ON TAXIWAYS
MANAGEMENTS LACK OF INTEREST IN AIR SAFETY AND EMPLOYEE RELATIONS AS IMPACTED BY AIR SAFETY
TRAFFIC CONGESTION AND FREQUENCY CONGESTION NEED TO LOOK AT CONTROLLER WORK LOAD
DURING HIGH WORKLOAD TIMES, GOING THRU MANY CHANGES, ESPECIALLY WITH FMS
RUNWAY INCURSIONS
MORE QUESTIONS ABOUT CONJESTION IN THE AIR SPACE
CREW FATIGUE
GROUND OPERATIONS-LOCAL VERNACULAR TO DESCRIBE TAXI ROUTES; THE COMMON AIR RAMP CONTROLLERS USE THEIR OWN VERNACULAR THAT'S NOT ON THE SAFETY ROUTE
INAQUIATE AIRCRAFT SEPARATION DURING LAHSO OPERATIONS.
SECURITY IS EITHER OVERKILL OR UNDERKILL.
CREW COORDINATORS WORK LOADS AT SOME OF THE BUSIER AIRPORTS

D3A
ASK ABOUT SECURITY CHANGES THEY ARE THE WORST . WE GO THROUGH A LOT , CATERING AND OTHERS DON'T GO THROUGH ANY SECURITY.
ALL CARGO CRAFT SHOULD HAVE T-CAS
LAND AND HOLD SHORT CLEARANCE
PILOT REST & DUTY TIME; MAINTENANCE RELATED TRAINING NEEDED
CREW REST
TRAFFIC CONGESTION IN THE LOCATION X
I LIKE THAT AT [AIRPORT X] THEY'RE PUTTING WIG-WAG LIGHTS WHERE YOU CROSS THE RUNWAY; I THINK WIG-WAG LIGHTS SHOULD BE AT OTHER AIRPORTS AS WELL
ATC INSIST THAT AIRCRAFT MAINTAIN TO FAST A SPEED TO LONG AND TO CLOSE THE AIRPORT TO CLOSE WHILE AIRPLANE IS DECENDING.
UNSAFE FOR A PILOT TO HAVE TO GET UP OUT OF HIS SEAT TO UNLOCK COCKPIT DOOR IN THE EVENT OF AN EMERGENCY OR TO ALLOW ACCESS IN FLIGHT
GROUND CONGESTION AT THE AIRPORTS, FREQUENCY CONGESTION, AIRCRAFT CONGESTION ON THE GROUND.
ATC IS ANTIQUE DO WE THINK ATC IS AS GOOD AS IT SHOULDBE I SAY NO
FLOW CONTROL, OVERCROWDING
LANGUAGE BARRIERS WITH MANY OF THE NEW PILIOTS @ATC
CONGESTION ON FREQUENCY HARD TO GET WORD IN EDGEWISE--CONSISTANCY OR TAXI INSTRUCTIONS AT DIFFERENT AIRPORTS--SHOULD BE CONSISTANT AT EACH AIRPORT.. LIKE TO SEE MORE USE OF MINIMUM FUEL. CONSIDERATION GIVEN TO FEQUENCY CHANGES BE MORE AUTOMATIC-LESS TALK
NIGHT SHIFT ATC HAVE TOO MANY RESPONSIBLES (WORKS 3- FREQUENCIES)
REDUCED VERTICAL SEPERATION ON OPPOSITE DIRECTION FLIGHTS
ADD MORE QUESTIONS ABOUT CONGESTION, AND ATC WORKING MORE THAN 1 FREQUENCY AT SAME TIME
NON STANDARD COMMUNICATION WASN'T COVERED
CREWMEMBER FATIGUE
IN THE TAXII ENVIRONMENT, TAXIWAY DESINATORS ARE TOO COMPLEX, INNER AND OUTER MADE MUCH MORE SENSE
PILOT FATIGUE, AIRPORT OPERATION SATURATIONS EX. [AIRPORT X]
SECURITY MEASURES NOW IN PLACE AT AIRPORTS ARE A JOKE. MORE PILOTS ARE CHECKED THAN PASSENGERS.
CREW FATIGUE
FLYING IN NON RADAR ENVIRONMENT IN LOCATION X
HAVING TO MAINTAIN AN EXCESSIVELY HIGH AIRSPEED TO THE OUTER MARKER OR FINAL APPROACH FIX IS A CONTINUOUS PROBLEM.
PROBLEMS WITH ATC .COMMUNICATION VER POOR
FREQUENCY CONGESTION IS A BIG PROBLEM-THE FACT THAT IT'S NOT IN A TIME-CRITICAL SITUATION IS JUST A MATTER OF CHANCE
LACK OF TCAS IN CARGO ONLY AIRCRAFT, AND GENERAL AVIATION AIRCRAFT
ATC DOES NOT ANSWER THE PILOTS IMMEDIATELY
FATIGUE; COMMUNICATION ON AN INTERNATIONAL SCOPE
REDUCED VERTICAL SEPARATION LEVEL 310 WILL BE A PROBLEM
SACFRICING SAFETY FOR NUMBERS
PILOTS HAVING TO BE SUBJECTED TO DEGRADING MANNER OF GROUND SECURITY
WE HAVE A PROBLEM WITH ATC UNDERSTANDING THAT PLANES CANNOT FLY THROUGH THUNDERSTORMS AND THINKING THAT WE CAN HOLD LOTS OF GAS AND THAT WE CAN HOLD FOREVER
R SAID THERE IS A BIG PROBLEMWITH THE SPACING OF PLANESON RUNWAYS ;. THEY HAVE TO USE FLARES.
LOW EXPERIENCE LEVELS OF AIRLINE INSTRUCTORS-CHECK AIRMAN:OVER RELYING ON AUTO MATIONS

D3A
COMMUNICATION ON THE GROUND AND INTHE FLIGHT IS GETTING REALLY NOISEY
INTERNATIONAL A T C INFORMATION VERY HARD TO UNDERSTAND BECAUSE OF LANGUAGE BARRIER
LAND AND HOLD SHORT CLEARANCES
FATIGUE AND SLEEP ISSUES
CLEARING RUNWAY FOR TAKEOFF
DID YOU FEEL ATC FORCED YOU TO PUSH THE ENVELOPE
ASK IF THE CHECKLISTS WERE FOLLOWED VERBATIM
FLYING INTO AIRPORT X IT'S CUSTOMARY FOR THEM TO ASK IF YOU HAVE AN AIRCRAFT IN SIGHT, YOU TURN DOWNWIND UNDER THE SUN AND ALWAYS LOSE IT. IT ALWAYS HAPPENS. ALSO IN AIRPORT X THEY HAVE 2 FREQUENCIES AND ANOTHER PLANE JUST BARELY MISSED ANOTHER.
AIRPORT X USUALLY PUT YOU ON LOW ALTITUDE, SLOWS UP, THIS CAUSES ONE TO LOSS FUEL AND BURNS A LOT OF FUEL, VERY COSTLY.
ATC NOT MONITORING FREQUENCY ALL OF THE TIME WHEN DOING OTHER TASKS, ONE CONTROOLER HANDLING TOO MANY TASKS
ATC CONTROOLER WORKING MULTIPLE FREQUENCIES
IF FAA IS TRULY INTERESTED IN SAFETY, WHY DO OVERNIGHT FREIGHT [AIR CARRIER X] CAN TAKE OFF ON SHORTER RUNWAYS OR LAND W-TAIL WINDS, NOISE ABETMANT , & GIVEN CLEARANCE TO LAND?
EXPERIENCED SEVERAL INSTANCES WHERE ONE CONTROLLER WAS WORKING 2 SECTORS ON 2 SEPARATE FREQUENCIES. ALL THE AIRCRAFT ON ONE FREQUENCY ARE UNABLE TO HEAR THE RADIO TRANSMISSIONS FROM ALL THE AIRCRAFT ON THE OTHER FREQUENCY DURING TIMES OF SEVERE WEATHER.
ABRUPT TREATMENT FROM ATC
RUNWAY INCURSION, LIKE TAXING ON TO RUNWAYS WITHOUT A CLEARENCE
BAD CLEARANCES WHEN THERE IS LANDING TRAFFIC.
INSTABILITY IN THE INDUSTRY IS CAUSING STREES AT HOME, INCREASE IN DIVORCE DUE TO THEM TRYING TO INCREASE PRODUCTIVITY. LACK OF REST FOR PILOTS THAT ARE CALLED ON TO COME TO WORK AFTER A FEW HOURS OF REST.
CLEARANCE READ BACK PILOT ERROR VERSUS ATC ERROR, PRM ARE SQUEEZING THE CREW MEMBERS
LAND HOLD SHORT OPERATIONS, WAKE SEPARATION - IF SEPARATION IS MORE THAN 5 MILES, HOLD FOR FULL TWO MINUTES
CARGO CARRIERS SHOULD BE ASKED IF TCAS SHOULD BE IMPLEMENTED IMMEDIATELY ON ALL CARGO CARRIERS.
DISTRACTION IN THE COCKPIT DUE TO CHECKLIST ACCOMPLISHMENT AND TECHNOLOGY
TRAFFIC CONTROL NEEDS A LOT OF HELP, E.G., LOCATION X AREA. ALSO, FEDS NEED TO REVAMP SECURITY MEASURES-WHAT PILOTS NEED TO GO THRU BEFORE BOARDING IS A SAFETY ISSUE- DISRUPTS CONCENTRATION
ABILITY TO COMMUNICATE WITH ATC ON LOCATION X
OUALITY OF A T C INTO RESPONSE OF NEED IN [AIRPORT X] AND [AIRPORT X]
MORE QUESTIONS ABOUT PASSENGER DISTURBANCES, AND SAFETY ISSUES, COCKPIT SAFETY ISSUES-ARMING AND SECURITY NEEDS TO BE MADE CLEARER
R SAID MANY PROBLEMS WITH ATC INTERNATIONALLY
SLAM DUNKS APPROACHES
EVERY TIME A PERSON GETS ON A COMMERCIAL AIRLINER SHOWING IDENTIFICATION AND HAS A ONE WAY TICKET THAT PERSON HAS TO GET CHECKED. THEY ARE DISCRIMINATED AGAINST BECAUSE THEY HAVE A ONE WAY TICKET. NEED TO COME UP WITH A BETTER WAY OF DEALING WITH THIS.
REDUCED SEPARATION REQUIREMENTS, SLIGHT RANDOM OFFTRACKS ON EN ROUTE TRACK REROUTING,
R IS VERY UPSET ABOUT SECURITY.HE IS FRUSTED, STRESSED ,AND FEELSTHE SECURITY IS HUMILATING. BEINGSEARCHED 3 TS ADAY ISHORRIBLE.HER SAYS THERE PILOTS AND FLIGHT CREWS SHOULD HAVE UNIVERSAL ID'S.FED GOVERMENT NEEDS TO FIGURE OUT HOW TO UTILIZE FLIGHT

D3A
SECURITY ISSUES
R SAID ADDRESS THE AIRLINES AND ECONOMICS PROBLEMS. CUT BACKS @ MORE PILIOTS DEFERRED
ASK A QUESTION ABOUT NOISE ABATEMENT PROCEDURES THAT ARE MARGINALLY SAFE
DURING THE SUMMER, ATC IS DIFFICULT TO COMMUNICATE WITH DURING THE EVENTS OF THUNDERSTORMS
ATC HAVING ONE CONTROLLER WORK MORE THAN ONE FREQUENCY AT A TIME.
ATC WHEN THEY OPERATE ON MULT FREQ'S MAY CAUSE PILOT TO RESPOND TO INCORR COMMUNICATION. ALSO, SIMILAR FLT #'S ON SAME FREQ
HAVE YOU EVER BEEN ASKED TO FLY BEYOND YOUR DUTY DAY
MORE QUESTIONS ON ATC RECONFIRMATIONS WHILE EN ROUTE, FOGETTING TO FOLLOW ON BETWEEN PILOTS AND ATC
POLITICAL INPUT BY CONGRESS -POLITICAL ASPECTS OF THE TSA AND FAA
SHOULD BE BETTER MECHANISM FOR PILOTS TO COMMUNICATE WITH DISPATCHERS
PILOT FATIGUE IN GENERAL, POTENTIAL PROBLEMS WITH EXPERIENCE AND QUALIFICATION LEVELS FOR NEW PILOTS, TRAINING ISSUES -HOW MUCH TRAINING HAVE THEY OVER A SHORT PERIOD OF TIME, DID THEY FEEL TRAINING TIME WAS INADEQUATE-
EXTENDING THE FUEL CAPACITY ON BIG AIRCRAFT ON TWO ENGINE OPERATIONS - HOW TO MAINTAIN VIABLE ALTERNATIVES FOR LANDING
SAFTEY CONCERN WAS NOT COMPLETELY ADDRESS ABOUT THE GROUND COMMUNICATION. MORE SPECIFIC ABOUT CONCERNS
REDUCED PROTOCOL SYSTEM, SEE IF THERE WERE ALTIMETER PROBLEMS
PILOT FATIGUE- FLYING LATE OR EARLY HOURS ALL NIGHT FLYING CIRCADIUM RYTHEM-AIRLINE SCHEDULING DISREGARDING FATIGUE RELATED PROBLEMS
CREW REST
CREW FATIGUE
LANDING ON A RUNWAY PARELLEL TO ANOTHER RUNWAY THEY ARE TAKING OFF ON - IF AS CLOSE AS IN [AIRPORT X] YOU CAN GET TURBULENCE FROM THE OTHER PLANE BLOWING OVER TO YOUR RUNWAY THAT CAN REALLY CAUSE PROBLEMS. [AIRPORT X] HAS PROBLEM FOR CLEARING YOU FOR [A
NEED MORE EFFECTIVE COORDINATION BETWEEN ATC SECTORS ONE WILL SLOW YOU DOWN AND THER OTHER WILL TELL YOU TO SPEED UP
POSITION AND HOLD
TOO MANY JR PILOTS UPGRADING TO INTERNATIONAL PILOTS WITHOUT THE APPROPRIATE EXPERIENCE
SYSTEM NOT KEEP UP WITH ITS CAPACITY . WAY OUT OF DATE WITH TECHNOLOY AVAILABLE. TENDENCY TO USE PROCEDURES-TRAINING INSTEASD OF USING COMMON SENSE
HAVING REAL SECURITY
MORE FOCUS ON SECURITY ON CARGO PLANES
DUAL USEOF RADIO FREQUENCIES BY AIR TRAFFIC CONTROLLERS;WEATHER REPORTING IS NOT BEING FORWARDED THRU TOWER
CREW FATIGUE QUESTIONS AND DUTY REST QUESTIONS, HIGH FREQUENCY NOISE EXPOSURE
COCKPIT SECURITY -SHOULD PILOTS HAVE GUNS
QUALITY OF FLIGHT TRAINING, CREW DUTY TIME AND LIMITATION
DECREASED SEPERATION BETWEEN DEPARTING AND LANDING AIRCRAFTS- ILSPRM
GROUND SERVICE EQUIPMENT WITHIN THE YELLOW SAFETY ZONE
JUMP SEATING AS A ACTIVE PARTICIPANTS ON THE FLIGHT DECK ON CARGO AND [AIRCRAFT TYPE X] FLIGHTS, TAKING NON-CREW PASSENGERS THAT ARE DISRUPTIVE TO THE FLIGHT
MORE OF A SECURITY ISSUE BOLTS ON THE COCKPIT DOORS, BUT THE DOOR IS LEFT OPEN TO LONG WHEN THE FLIGHT ATTENDANT SEND UP MEALS.

D3A
SECURITY ISSUES IN PLACE TODAY ARE ONLY A BAND AID-PASSENGER PROFILING IS NEEDED
FATIGUE
TAXIWAY AND AIRFIELD MARKING, PROPER TAXIWAY INDENTIFICATION AND LIGHTING , FATIGUE ISSUES AND CREW DUTY TIME
SLEEP REQUIREMENTS
LAST MINUTE RE-ROUTE AND RADIO PROBLEMS
COMMUNICATION BETWEEN; THEY NEED TO HAVE A STANDARD FOR WHEN YOU GO OUT OF THE COUNTRY.
ASK QUESTIONS REGARDING FOREIGN OPERATIONS
CONTROLLER TRYING TO PUSH TOO MANY OPERATIONS ESP IN TERMINAL AREA
FREQUENCY CONGESTION IS A MAJOR PROBLEM BOTH ON THE GROUND AND IN THE AIR. IF FLYING IN EAST COAST OR NORTH ATLANTIC IT IS A PROBLEM. ADS MAKES IT ALOT EASIER.
CROWDED AND OVERWORKED ATC SYSTEM
TAKE A MORE ACTIVE INTEREST IN PROTECTING THE AIRCRAFT FROM REAL OR PERCEIVED THREAT. ALSO SEEMS LUDICROUS TO SEARCH PILOTS WHEN THEY HAVE AN AX BEHIND THEM.
BETTER SCREENING-X-RAYING CARGO THAT ARE PUT ABOARD THE AIRCRAFTS
RADIO CONGESTION IS MAJOR PROBLEM. CARGO AIRCRAFT NEED T-CAS. ALSO, SECURITY WITH THE CARGO INDUSTRY SHOUD BE REVIEWED...TERROISTS CAN POSE AS CARGO LOADERS AND A COUNT SHOULD BE MADE OF HOW MANY GO ON AND HOW MANY GET OFF.
TERRORISM
COMMUNICATION BETWEEN PILOT AND A T C
PILOT FATIGUE
THE FACT THAT THE SURVEY IS LIMITED TO 60 DAYS WILL NOT GIVE A TRUE PICTURE. THE QUESTIONS SHOULD GIVE A PERIOD OF 5 YEARS WITH DIFFERENT TIMEFRAMES. TAKING THE SURVEY FROM A SMALL SAMPLE OF PILOTS WITH A VERY LIMITED TIMEFRAME.
SECURITY ISSUES. SOME OF THE FAA STUFF IS RIDICULOUS.
AIRPORT CONGESTION AT CERTAIN AIRPORT
GROUND CONTROL COMMUNICATIONS- TAXI CLEARENCES, CONGESTIONS OF GROUND CONTROL
PROXIMITY OF OTHER AIRPLANES
ATC AND FREE FLIGHT AT HUB AIRPORTS, EFFICIENCIES INCREASING DUE TO LOWER PASSENGER TRAFFIC BEING POORLY HANDLED
CREW DUTY TIME AND REST REGULATIONS
AIRCRAFT SEPARATION DURING LANDING
AT VERY BUSY AIRPORTS WHERE ATC MUST KEEPING SPACING TIGHT ROUTINELY CHANGE RUNWAYS BELOW 10,000 FEET AFTER AIRCRAFT HAS ENTERED "STERILE PERIOD" THIS FORCES CREW TO DIVERT ATTENTION BACK INTO COCKPIT RATHER THAN BE ABLE TO LOOK OUTSIDE AND CLEAR FOR OT
DUTY TIME LIMITATION WITH SPECIFIC RESPECT TO NIGHT TIME OPERATIONS.
RAMP OPERATIONS;LAST 100 FT BETWEEN RAMP AND GATE IS THE MOST DANGEROUS PART OF OUR
FATIGUE
CREW DUTY REST
ASK THE QUESTION ,IF YOU HAD NORMAL FUNDINGTO IMPROVE ONE THING IN THE A T C SYSTEM WHAT WOULD YOU DO
SECURITY IS A JOKE- EVERY BAG NEEDS TO BE XRAYED AND SNIFFED. BAGGAGE MATCH IS NO GOOD IF SOMEONE IS SUICIDAL
ATC CLEARING PLANES INTO PATH OF ANOTHER PLANE
SOME INCONSISTENCY IN HOW THEY SEPERATED AIRCRAFT WITH REGARD TO AIRSPEED-SOME DON'T ASSIGN AIRSPEED SOME DO-INCONSISTCY IN FLOW CONTROLL SYSTEM

D3A
QUESTIONS ABOUT PILOTS EXPERIENCING A LIGHTNING STRIKE
CONGESTION THE NORTHEAST, PARTICULARLY [AIRPORT X] WEEKDAYS IN THE MORNINGS IS VERY INTENSE
BEING NEW CREW MEMBER, WHEN SHORT NOTICE POPS UP--GET A JUNIOR CREW--TOO INEXPERIENCED--CAME VERY CLOSE TO SCRAPING RUNWAY
LAST MINUTE CHANGES INSDE OF 15 MILES OF AIRPORT,EX:[AIRPORT X],ALSO A T C CONTROLLERS ON MULTIPLE FREQUENCIES ,BOTH GROUND AND AIRBOURNE
NOTAMS NEEDS TO NOTIFY GA PILOTS OF NON FLY ZONES
SOME OF THE ISSUERS YOU DID BRING UP ARE OF CONCERN LIKE TO MANY AIRPLANES NOT ENOUGH SPACE AND CONTROLLERS WORKING TO MANY FREQUENCIES AT THE SAME TIME.
THE BIGGEST FRUSTRATION IS CONTROLLERS WORKING MORE THAN 1 FREQUENCY WHEN AIRCRAFTAFT ARE IN THE TERMINAL AREA TRYING TO CONDUCT BUSINESS & CAN'T HEAR WHO ATC IS TALKING TO. SITUATIONAL AWARENESS IS NOT THERE.
(PMR) PARALLEL APPROACHES IN LOCATION X AND LOCATION X, NOT SO GOOD
AIR TRAFFIC CONTROL
CONGESTION MADE BY ATC IN THE [AIRPORT X]
MISMATCHED AIR SPEED & CONGESTION BETWEEN DIFFERENT TYPES OF AIRCRAFT
OVERCROWDING --ESPECIALLY FREQUENCIES
AIR SPACE GETTING MORE CROWDED,NEED MORE INFLIGHT HOLDING THAN IN THE PAST AT THE BUSIER
NEEDS EARLY ASSISTANCE ABOUT THE WEATHER CONDITIONS ON APPROACH TO RUNWAYS
LACK OF CONTROL OF [AIRPORT X]
ASK ABOUT LAND AND HOLD OPERATIONS ,TRAFFIC FROM INTESESTING RUNWAYS
I DO THINK SOMETIMES CONTROLLER IMPLICITLY RELY ON US TO ACCEPT THESE CLEARANCE CHANGES AND IF YOU'RE NOT READY, IT CAN BE A LITTLE DIFFICULT ESPECIALLY REPROGRAMMING AT THE LAST MINUTE. THEY SHOULD GIVE A SPECIFIC HEADING.
INFANTS IN LAPS, CONGESTION IN [AIRPORT X]
FOR F.M.S AIRCRAFT HAVE YOU EXPERIENCE A MAPSHIFT
PMS APPROACHES AND LAND AND HOLD SHORT CLEARANCES
ISSUES INVOLING AIRPORT AND AIRCRAFT SECURITY ; THIS WOULD INCLUDE ARMING OF CREW MEMBERS, FEDERAL AIR MARSHALLS & GENERAL AIRCRAFT SECURITY.
THE POLITICS OF THE SITUATION IS WITH OUR ADDED AUTOMATION, THE END RESULT IS THAT THE AIRLINES AND AIRRPORTS HAVE STUFFED EVEN MORE INTO THE BAG.
TOO MANY PLANES GOING TO THE SAME PLACES AT THE SAME TIME
ASK ABOUT CONTENTS OF CARGO AND SECURITY, ALSO # OF HOURS FLOWN, FATIGUE, AND SCHEDULING
TRAFFIC CONGESTION AT MAJOR AIPORTS- PILOT DOES NOT UNDERSTAND WHY CLEARANCE TAKES SO LONG ON CLEAR VFR DAYS
FATIGUE QUESTIONS
PILOTS AND CREW NEEDS REST
AIRLINE PILOT FATIGUE
THE GOTCHAS--WHEN BAD WEATHER HITS AN AIRPORT--WHEN THINGS ARE NOT STANDAARD -TAXI CHANGES -CAN RUN INTO MISTAKES
SOME MAY APPLY IF SURVEY WERE LONGER THAN 60 DAYS
CONGESTION@ HUB AIRPORTS IS A REAL PROBLEM ESP @ [AIRPORT X] COULD GO INTO RESERVE FUEL
ASK THE QUESTION : HOW SAFE DO YOU THINK THE AIRPLANE IS THAT YOU ARE FLYING, THE MAKE AND THE
PILOTS FATIGUE
HOW PILOT RATES HIMSELF
FATIGUE

D3A
MANY OF THE CURRENT MEASURES BEING IMPLEMENTED REGARDING SAFETY ARE GEARED ONLY FOR PASSENGER PLANES-CARGO SECURITY NEEDS TO BE ADDRESSED
FATIGUE ISSUES
R FLIES INTO [AIRPORT X] ALOT .THE RUNWAYS ARE VERY CROWDED@THERE ARE LONG APPROACHES SO MANY TIMES YHEY NEED TO REFUEL @ THIS MUST BE ADDRESSED
WHEN GIVEN INSTRUCTIONS BY ATC SOMETIMES GIVEN 3 OR MORE COMMANDS AT ONE TIME THAT IS JUST OVERLOAD COULD GET FREQUENCY CHANGE SHOULD NOT BE GIVEN WITH MORE THAN OHER COMMAND(HEADING , OR ALTITUDE ETC)
TAXIWAY AND RUNWAY INCURSIONS
ATC SYSTEM NEEDS WORK, ALSO CONGESTION
LONG DUTY DAYS
RVSM-REGIONAL PLANES COULD LEAD TO CROWDED SKIES--SOMEONE COULD FORGET TO RESET ALTIMITER
THE WEATHER AVOIDANCE ONE IS THE BIGGEST ONE, ALTHOUGH YOU COVERED THAT. HAT'S THE ONE THAT IS CONSISTENTLY ANNOYING FOR ME.
FLIGHT CREW SECURITY IS JUST NOT ACCOMPLISHING BETTER SECURITY, IS PROFILING WORKING
FREQUENCY CONGESTION NEEDS TOBE TALKED ABOUT MORE IN DEPTH
SPECIFIC AIRPORTS NEED REVIEW CONCERNING RAPID RUNWAY CHANGES ON ARRIVAL
RANDOM DEPARTURE ROUTINGS WOULD BE A GOOD IDEA GIVEN THE CURRENT WORLD SITUATION
FREQUENCY CONGESTION IN GENERAL-THERE ARE A LOT OF BLOCKED CALLS NOT JUST IN THE APPROACH AREA
IMPROVE THE WEATHER INFORMATION GIVEN TO PILOTS
CREW DUTY REST QUESTIONS, INCLUSION OF TCAS,
CREWMEMBER SECURITY PROCEDURES ARE RIDICULOUS.
AIRCRAFT SEPARATION CAN BE TOO TIGHT BETWEEN AIRPLANES
TRAFFIC SEPARATION FOR HIM IS UNACCEPTABLE IN AIRPORT X
NOTAMS SYSTEMS VERY UNSAFE
DUTY TIME- PERIODS TOO LONG 12 -15HRS WITHOUT REST
CONGESTION AT BIGGER AIRPORTS
LACK OF ADEQUATE COMMUNICATION-ALTITUDE REPORTING EQUIPMENT TO GIVE INDICATION OF WHAT LEVELS THEY ARE FLYING AT
AT INTERNATIONAL PLACES: ATC SHOULD NOT BE SPEAKING IN TWO LANGUAGES: CREWMEMBERS MAY MISS VITAL INFORMATION WHEN ATC IS COMMUNICATING WITH OTHER AIRCRAFT;
FREQUENCY COMMUNICATIONS---LAACK OF COCKPIT DISPLAY OF WEATHER INFO--DATA OR REAL TIME
COCKPIT DOOR PROCEDURE
RADIO CONGESTION- ATC IS KIND OF AT THEIR MAX LIMIT OF HOW MANY PEOPLE THEY CAN TALK TO
PEOPLE BEING IN A HURRY, ESPECIALLY COMMUTER PILOTS; THE HUMAN FACTOR SHOULD BE CONSIDERED (FATIGUE, PRESSURE, TIME FACTOR)
THE FREQUENCY CONGESTION IN CLOSE TO THE AIRPORTS AND GROUND CONTROL ARE THINGS THAT NEED TO BE ADDRESSED, PARTICULARLY JAMMED FREQUENCY WHILE IN THE AIR
RADIO FREQUENCY COMMUNICATION ON THE GROUND AT MAJOR AIRPORTS:CONGESTION OF FREQUENCIES,NON-STANDARD TERMINOLOGY ,AND NQN-STANDARD SIGNAGE
CREW DUTY TIME AND REST PERIODS THAT IMPACT ON CREW'S PERFORMANCE, CAPABILITIES AND SITUATIONAL AWARENESS
MORE MODERN EQUIPMENT AND PEOPLE TO HANDLE IT. BUILD A SYSTEM THAT PILOTS ARE RESPONESIBLE FOR THEIR OWN PLANES
TOO MANY REGIONAL JETS, WITHIN LIMITED AIRSPACE

D3A
RVSM OVER THE NORTH ATLANTIC ON THE TRACK, EXTREMELY UNCOMFORTABLE TO HAVE 1000 FT SEPARATION STACKED 4 HIGH. VER Y UNCOMFORTABLE SOLUTION GO TO LATERAL INSTEAD OF A VERTICAL SEPARATION.
ATC MICROMANAGES EVERY ASPECT OF FLIGHT - CONSTANT ANNOYANCE, CONGESTION ON RADIO, NON-STOP TALKING
TCAS MANY IN SAME SECTORS ON DIFFERENT DAYS -NEED AUTOMATED VOICE OF ATC ON DIGITAL READOUT--WOULD REDUCE CONGESTION
JUST GETTING WEATHER INFO OR GRAPHICS
ATC PHRASEOLOGY
ATC WORKING TOO MANY FREQUENCIES
A T C COMMUNICATION FREQUENCY CONGESTION
CLEARANCES TO TAXI TO A RUNWAY SHOULD BE GIVEN AND ALLOW CREWS TO CROSS ANY RUNWAY IN BETWEEN THE STARTING POINT AND THE RUNWAY ASSIGNED TO TAXI TO.
INADEQUATE SECURITY MEASURES FOR FREIGHT-CARGO OPERATIONS IN COMPARISON TO PASSENGER
THE AIR TRAFFIC CONTROL SYSTEM NEEDS AN OVERHAUL-THERE'S BASICALLY NO FLEXIBILITY IN THE SYSTEM AND HAS BEEN THIS WAY FOR 25 YEARS.
FREQUENCY CONGESTION
MANDATORY RETIREMENT AT AGE 60-INSTEAD NO AGE LIMIT, AS LONG AS CAN PASS PHYSICAL
QUESTIONS ABOUT FAR DUTY TIME, CONGESTION ISSUES, CONTROLLERS ATC AND THE WEATHER
COCKPIT SECURITY AND AIRPORT SECURITY, NEW HIJACKING TRAINING PROCEDURES FOR AIRLINE PERSONNEL
ATC CONTROLLERS ARE OFTEN TASK-SATURATED, DUE TO WORKING SEVERAL FREQUENCIES. THIS COULD POTENTENTIALLY POSE A SAFETY HAZARD
NEED A DOUBLE SOLID DOOR BACK BEHIND THE ENTRY DOOR,
SECURITY IN THE AIR
GROUND CONTROL SECTOR HAS SERIOUS PROBLEMS WHEN THEY HAVE MULTIPLE FREQUENCIES IN OPERATION
I WOULD SAY TAXIING, GROUND CONTROL NEEDS TO BE A LITTLE BIT MORE PATIENT AFTER THEY ACCEPT THE TAXIING INSTRUCTIONS ESP WHEN IN UNFAMILIAR AIRPORTS...THEY SHOULD GIVE A TAXI CLEARANCE SO THE PILOT KNOWS THIS ROUTE BEFORE HE PUSHES BACK.
TAKE OFF -LANDING INTERVALS SPACING BETWEEN TAKE OFFS AND LANDINGS
CONGESTION AT AIRPORTS
CREW FATIGUE AND DUTY DAY LIMITATIONS
CREWMEMBER FATIGUE
FREQUENCY CONGESTION ON APPROACH AND TOWER FREQUENCIES
USING SMALLER AIRCRAFT IS MAKING THE CONGESTION WORSE IN THE AIRWAYS.
DEICING PROCEDURES- AIRPORT RESPONSIBILITY VERSUS COMPANY RESPONSIBILITY WITH CARWASH TYPE FACILITIES, LENGTH OF RUNWAYS
CONGESTION WITH TERMINAL OPERATIONS(MEMPHIS)
R SAID ADDRESS THE FATIQUE PROBLEM AND THE LANGUAGE BARRIERS IN FOREIGN LANDS. ESPECIALLY IN SOUTH AMERICA
CLEARANCE ON SIDS & STARS.
THE SYSTEM SEEMS TO BE SATURATED WHEN THERE ARE WEATHER PROBLEMS--THE WAY IT'S SET UP DOESN'T LEAVE MUCH ROOM;MISCONDUCT BY PASSENGERS ON THE GROUND AND ON BOARD
SECURITY ESPECIALLY ON TARMAC
MORE QUESTIONS ABOUT MULTIPLE INSTRUCTIONS FROM TOWER WHILE ON LANDING, TAXIWAYS ARE EXTREMEMLY BUSINESS
SHOULD CONSIDER EXTENDING BEYOND 30 DAYS
A SINGLE AIR TRAFFIC CONTROLLERS WORKING MULTIPLE FREQUENCIES IS VERY DISTRACTING

D3A
EXPAND THE CONGESTION AREAS, TOO MANY [AIRCRAFT TYPE X]
APPROACH SPEEDS- LATE RUNWAY ASSIGNMENT-CLOSELY SPACES PARALLEL
RE INTERNATIONAL FLIGHTS-COMMUNICATION PROBLEMS, ESP. W- FOREIGN CARRIERS
SAFETY PROBLEMS
MORE FREQUENCY CONGESTION QUESTIONS
SURVEY NEED TO EXPAND MORE ON HOW TO IMPROVE FLIGHT CREW COMMUNICATIONS
FATIGUE
CREW REST ISSUES, RELATED ISSUED TO REST, DUTY TIME EXCEPTIONS.
BETTER COMMUNICATION WITH ATC ON A GLOBAL LEVEL;MORE RESPECT BY FOREIGN CONTROLLERS FOR AMERICAN CARRIERS
FATIGUE ISSUES, BACKSIDE OF THE CLOCK FLYING
CLASS B AIRSPACE, DISREGARDING THE SPEED RESTRICTIONS,
AIRPORT X CONTROLLER APPROACH GROUND ADDING TO FREQUENCY CONGESTION, CREW SCREENING IS CAUSING PROBLEMS WITH PILOT ATTITUDES
WEATHER BRIEFING HAS ALWAYS BEEN A SERIOUS PROBLEM.
VIGILANCE ON ATC SAFETY ISSUES AND MANAGEMENT STRUCTURE JUDGMENTS NEED TO ADDRESSED
LAND AND HOLD SHORT OPERATIONS;
HOLDING HIGH AIRSPEEDS
CREWMEMBER FATIGUE
ATC USING THE VISUAL APPROACH TO EACH PARALLEL RUNWAY WITH THE INTENT OF MAXIMIZING A RIVAL ACCEPTANCE RATE AT THE RISK OF LOST SEPARATION BETWEEN AIRCRAFTS AS THEY ATTEMPT TO SIMULTANEOUSLY ACQUIRE THE OTHER AIRCRAFT IN SIGHT, TURN TO FINAL APPROACH CO
RESPONSIBILITY OF APPROACH CONTROL IN PROVIDING SEQUENCING AND SEPARATION IN TRAFFIC DURING VFR - IFR CONDITIONS, NRRD FOR APPROACH CONTROL TO PROPERLY VECTOR AIRCFAFT TO THE AIRPORT REARDLESS OF WEATHER
CONCERNED ABOUT HOW RVSM IS GOING TO WORK-
BEING HELD HIGH PRIOR TO DECENT
CREW REST
INABILITY OF ATC SYSTEM TO HANDLE TRAFFIC VOLUME
DUTY TIME- LONG DAYS- SHIFTING FROM AM SCHEDULES TO PM SCHEDULE ON THE SAME TRIP SEQUENCE
CONFUSING TAXIWAYS IN SOME AIRPORTS WITH HOLD POINTS, ETC. AT NIGHT AND BAD WEATHER RAMP ENTRANCES ARE NOT CLEAR AND CONFUSING, ESPECIALLY IN OLDER AIRPORTS.
FREQUENCY CONGESTION, ALSO MULTIPLE FREQUENCY CHANGES IN VERY SHORT PERIODS OF TIME
POTENTIAL PROBLEM WHEN ATC CONTROLLERS ARE SEVICING TWO DIFFERENT FREQUENCY ADDRESSING TWO DIFFERENT AIRCRAFT YOU AS A PILOT YOU ARE CONFUSED DON'T KNOW WHO THEY ARE ADDRESSING
PILOTS NEEDING MORE REST
GOVERNMENT NEEDS TO KEEP UP WITH THE INFRASTRUCTURE, BUILD MORE RUNWAYS, SECURITY ISSUES, SHOULD NOT ALLOW GUN HOLDERS
MORE CROWDING AT HUB AIRPORTS IN THE NORTHEAST, OPERATIONS AT HUB ARE DETERIORATING
NEED QUESTIONS ABOUT HUMAN FACTORS IF YOU WANT A COMPREHENSIVE VIEW.
HOW MANY TIMES PILOTS FLEW WHEN THEY WERE FATIGUED AFTER A TOUGH DAY WITHOUT BEING IN VIOLATION OF THE FAR'S BUT STILL FATIGUED.
THINK THERE ARE A LOT OF CHARTER VFR, PARALLEL RUNWAYS WHERE THEY CC THE TRAFFIC, A LITTLE LEARY OF GA TRAFFIC MIXED IN WITH.
SLEEP & FATIGUE RELATED PROBLEMS
FATIGUE RELATED QUESTIONS COULD BE ADDED

D3A
SHUT DOWN ONE RUNWAY WITH A PRECISION APPROACH AND OPENED UP ANOTHER RUNWAY WITHOUT PRECISION APPROACH
SECURITY SCREENING, BAG MATCHING,
FLIGHT AND REST REGULATION
GROUND TRAFFIC CONTROLLER WITH REGIONAL JETS
TO MANY AIRPLANES AND NOT ENOUGH RUNWAYS
ATC WORKING TOO MANY SECTORS
DIRECT ROUTING WOULD ELIMINATE ROUTING PROBLEMS
TOWER AND APPROACH CONTROLLERS NEED CREW CORDINATION BETWEEN GROUND AND AIRLINE CREWS
CONTROLLERS WORKING MULTIPLE FREQUENCIES
I WOULD LIKE TO SEE THE EXPERIENCE AND KNOWLEDGE OF COMMUTER PILOTS AND LOW-COST CARRIERS CHALLENGED.
IN ADAQUATE A.T.C COMMUNICATION FACILITIES IN SOUTH AMERICA
CREW REST TIME
NAVIGATION CAPABILITY OF MODERN AIRCRAFT IS NOT BEING FULLY UTILIZED
ASK IF PILOTS ARE COMFORTABLE BEING CLEARED TO LAND WITH THE RUNWAY NOT CLEARED FOR LANDING
NOISE ABATEMENT PROCEDURES AT SOME BIG CITIES IN THE US
CONTROLLERS TALKING ON DE-IF. FREQ.
LENGTH OF DUTY DAY
FATIGUE
HOW OFTEN DO YOU MONITOR [COMPONENT X] HOW MANY TIMES DID YOU LOOSE YOUR FREQUENCY
ISSUES BETWEEN MNGMNT AND THE UNION - THIS TENSION HAS IMPACTED ON SAFETY ISSUES IN THE COCKPIT.
TIME MAYBE TOO SHORT IE 60DAYS
DUTY DAYS ARE EXCESSIVE; SCHEDULING LEADS TO RIDICULOUSLY LONG DUTY DAYS
TRAINING NEEDS TO BE LOOKED AT AT AIR CARRIER X. IT IS NOT QUITE UP TO SPEED LIKE THE OTHER AIRLINES.
INTERNATIONAL RADAR CONTROL AND THE LACK OF IT IN SOUTH AMERICA MAKING IT VERY IMPORTANT TO HAVE TCAS ON ALL AIRPLANES; ALSO OVERLOADING OF OUR CONTROLLERS-VERBAL VS SCRIPTED COOMUNICATIONS ARE UNSAFE-SCRIPTED OR TELETYPE IS SAFER-LANG. & FATIGUE PROBLEM
TERMINAL AREA CONGESTION, AND NUMBER OF TIME REQUESTED TO KEEP UNREASONSONABLY HIGH SPEED AT OUTER MARKER- UNSAFE DUE TO TRAFFIC CONGESTIONS AT AIRPORTS, EG AIRPORT X
CONGESTION ON RADIOS
PILOT THAT HAVE PROBLEMS WITH CONTROLLRES THAT HAVE MULTIBLE FREQUENCIES AT THE SAME TIME
FREQUENCY CONGESTION
INCLUDE MORE Q'S RE SPECIFIC AIRPORTS & ENTRY & EXIT FROM EACH
I'D LIKE MORE QUESTIONS OR RESPONSES FROM OTHER PILOTS FROM WHICH AIRPORTS THEY'RE HAVING THEIR TRAFFIC AND-OR ATC CONFLICTS WITH
NOISE ABADEMENT ISSUES ON APPROACHEES
LACK OF STANDARDIZATION IN INTERNATIONAL PHRASEOLOGY
CONTROLLERS VERIFICATION OF PILOTS READ BACK
ACARS AUTO CLEARANCES WHEN THEY CHANGE THEM BECAUSE OF CHANGES TO SYSTEM X FLIGHT PLANNING, ACARS FLIGHT PLANS ARE CHANGING CLERANCES, IS THERE TOO MUCH RELIABILITY ON AUTOMATED FLIGHT PLANNING SYSTEMS., COMMUNICATION IS TOO CONGESTED FOR ATC FREQUENCIES
INCLUDE QUSTIONS ABOUT GO-AROUNDS WHEN THE RUNWAY IS NOT CLEAR.
ATLANTIC FLIGHTS NEED CPDLC (CONTROLLER PILOT DATA LINK COMMUNICATIONS)ASAP. PACIFIC HAS IT
TCAS SHOULD NOT BE ABLE TO BE MEL IT SHOULD BE MANDATORY AND REASON BECAUSE IT PREVENTED A COLLISION OVER [AIRPORT X]

D3A
APPROACH CONTROLLERS WORKING MORE THAN ONE FREQUENCY, PILOT TRAINING FOR TERRORISTS
NEED TO GO MORE INTO RUNWAY CHANGES USING THE FMS AND FMC WITH THE NEW [AIRCRAFT TYPE X] PLANES BECAUSE THE PILOT IS BURIED HEAD DOWN
ATC NOT GIVING DESCENTS FROM CRUISE ALTITUDE IN ORDER TO MAKE THE CROSSING RESTRICTION ON
WAKE TURBULENCE ENCOUNTERS ENROUTE CAUSED BY AIR TRAFFIC CONTROL
CONGESTION FROM REGIONAL AIRCRAFT
PILOTS GETTING MORE REST
AIRPORT SIGNAGE ON GROUND IS POOR AND NON STANDARD. REAL TIME WEATHER INFO NOT SHARED WITH ACTIVE FLIGHT CREW. TRANSPORT OF CARGO ON COMMERCIAL JETS W-O SECURITY VALIDATION IS GROSS.
ADEQUATE REST
FREQUENCY CONGESTION QUESTIONS ATC WORKING MORE THAN ONE FREQUENCY AND ATC REQUESTING HIGH SPEEDS TO FINAL APPROACH
ATC PROBLEMS --OVERWORKED
TFR'S THAT CAUSE CONFLICTS
A T C FREQUENCY CONGESTION
DOT PUSH FOR ONTIME DEPARTURES ARE DIFFICULT TO MEET
CREW FATIGUE
LAND AND HOLD SHORT CLEARANCES
FREQUENCY CONGESTION IS A BIG PROBLEM
AIRPORT SECURITY IS INACCURATE
CONGESTION AT MAJOR AIRPORTS ESP [AIRPORT X] AND [AIRPORT X]. VERY CONFUSING WITH ALL OF THE AIRCRAFT ON THE SAME FREQUENCY. ON THE GROUND ,HAVE YOU EVER TURNED THE WRONG WAY SHOULD BE
SOME SECTORS WITH ATC ARE RIDICULOUS-YOU GET SHIFTS FROM ONE TO ANOTHER CONTROLLER & FREQ CHANGES ARE MISSEDM THIS WAY
PILOTS FATIGUE
WEATHER TYPE ITEMS, NO TIMELY INFORMATION IN COCKPIT ABOUT THUNDERSTORMS, ATC DELAYS, INACCURATE EFC'S
CREW FATIGUE.
SECURITY, TRANSPORTING HAZ MATERIALS, FATIGUE ISSUES
COMMUNICATIONS ERRORS LIKE WRONG CLEARANCE
SECURITY SCREENING PROCEDURES AND QUESTIONS ABOUT QUALIFICATIONS OF SCREENERS, NEED ADDITIONAL SECURITY SCREENING EQUIPMENT FATIGUE ISSUES CREW REST FACILITIES TRAINING FOR AIR MARSHALLS,
AIRPORT CONGESTION
AIRCRAFT REMAINING ABOVE GLIDE SLOPE MEANING NEXT AIRCRAFT MUST FLY THROUGH WAKE
TURBULENCE INJURIES, CHANGE IN CLEARANCE NOT BIG DEAL UNTIL FINAL - SEPARATION IS THE CONCERN BECAUSE OF WAKE TURBULENCE
LANGUAGE BARRIER W- INTERNAT'L FLIGHTS
THE AIRPORTS LATE AT NIGHT HAS 1 CONTROLLER
CREW DUTY DAY; A 1993 NASA STUDY SHOWED THE EFFECTS OF BACKEND OF THE CLOCK FLYING WHICH WAS DISREGARDED BY CARGO AIRLINES AND IS NOW A SAFETY ISSUE BEING FOUGHT BY THE UNIONS INSTEAD OF FAA. PILOTS RARELY EXPERIENCE UNINTERRUPTED SLEEP AT CRITICAL TIME
1 AT CONTROLLER WORKING MULT FREQUENCIES CAN BE CONFUSING TO THE PILOT
GETTING TIRED INFLIGHT- FALLING ASLEEP INFLIGHT DUE TO TIMEZONE- FATIGUE INFLIGHT
PROBLEM OF ACTUALLY CONFIRMING THE ACTUAL WEIGHT SLIP WITH THE FINAL PASSANGER LOAD, SOME TIMES THE SLIP DOES NOT REFLECT THE ACTUAL LOAND AND THIS CAN VARY BY ABOUT 20 PEOPLE . IT SOULD BE TAKEN CARE OF AND NASA SHOULD BE MADE AWARE OF THE FACT THAT TH

D3A
NEW SEPARATION COULD RESULT IN A MID AIR COLLISION
R WANTED TO FURTHER STATE PROBLEMS WITH TOO MUCH TRAFFIC AND THE SEPARATION PROBLEM
HOW MANY TIMES ARE PILOTS BEING UNREASONABLY SEARCHED DUE TO SCREENING
NEED MORE INFO OF UP TO DATE WEATHER INFORMATION DURING SEVERE WEATHER EVENTSDURING DEPARTURE AND ARRIVAL
FATIGUE
[COMPONENT X] OVER THE WATER IN THE PACIFIC
ADDRESS SECURITY
FATIGUE IS A CONCERN, SHOULD BE QUESTIONS REGARDING THIS. IT IS A ROOT CAUSE OF A LOT OF THE ISSUES WE ASKED ABOUT
ARM CREW MEMBERS
DIDN'T ASK IF HE HAD DECLARED AN EMERGENCY WITHIN THE LAST 90 DAYS. IN CONJUCTION HE DID DECLARE A STATE OF EMERGENCY AND ATC DID NOT RESPOND PROPERLY.
LACK OF SECURITY ON RAMPS
ON BASIC LEVEL FAA REVIEW BOARD DETERMINING IMPROPERLY READ BACK CLEARANCE NOT CAUGHT BY CONTROLLER ANY DEVIATION BECOMES RESPOSIBILITY OF PILOT.
R SAID THAT THE AIRLINES ARE CUTTING BACK ON FUEL, IN OTHER WORDS THEY COULD HAVE EXTRA FUEL
ASK FEW MORE QUESTION ABOUT IN FLIGHT INJURY TO CREW MEMBERS
RUNWAY CHANGES IN CLOSE PROXIMITY TO AIRPORT DESTINATION
GO AROUND SCENARIOS
SAID FATIQUE, CONFUSING DUTY REGULATIONS, AND DEADHEADING
ATC POOR COORDINATION BETWEEN CENTERS. NOT USING ON BOARD AVIONITS TO THE FULLEST EXTENT
AIR CRAFT LOADING
HOW PILOTS THINK WHEN THEY'RE ACTUALLY WORKING, PERSONAL CHARACTERISTICS, OPERATIONAL THINGS
TCAS MANDTORY FOR ALL COMMERCIAL AIRCRAFT.
PRM APPROACHS
HOW MANY TIMES MISSED ATC CLEARANCE OR TRANSMISSION DUE TO INTERFERENCE
AIR TRAFFIC CONTROL SYSTEM HAS REACHED THE POINT OF SATURATION IN SOME AREAS
EFFECT OF SYSTEM OPERATING AT MAXIMUM CAPACITY
TIME PERIOD WASN'T LONG ENOUGH. YOU NEED TO CLARIFY IF YOU WANT INTERNATIONAL FLIGHT TIME OR US ONLY.
TAXIIWAY MARKINGS IS VERY EASY TO GET CONFUSED ON THE GROUND-CONTROLLERS WILL DROP 1ST LETTER OUT OF TWO LETTER CODE ASSUMING PILOT KNOWS 2ND LETTER
RELIANCE ON AUTOMATION, RELIANCE ON FMS; DO NOT DECOMMISSION NON-DIRECTIONAL BEACONS.
SEPERATION OF AIRCRAFT WITH DIFFERENT CHARACTERISTICS ON APPROACH
ON A SHORT LAYOVER CREW DUTY REST IS NOT SUFFICIENT,
LOST COMMUNICATIONS AMONGST ATC WHILE EN ROUTE
PAYLOAD PROBLEMS--PASSENGER RAGE ON PASSENGER AIRCRAFT AND HAZARDOUS LOADING ON FREIGHT FLIGHTS, INCLUDING HOW HAZARDOUS GOODS ARE CARRIED--WHETHER PILOTS ARE AWARE OF CARRYING HAZARDOUS GOODS--THE UNKNOWN HAZARDOUS GOODS.
TCAS ALERTS- ADVISORIES--HOW OFTEN ARE PEOPLE ARE GETTING THESE ALERTS -LIKE IN RVSM OPERATIONS
WAKE TURBERLANCE
SWITCHING FREQUENCIES TOO OFTEN
ALL AIRPORT SHOULD HAVE FLOW CONTROL WHICH IS BETTER THAN GROUND CONTROL, TOO MUCH FREQUENCY CONGESTION AT AIRPORT X
LAST-MINUTE RUNWAY CHANGE FOR DEPARTURES, NEED A COUPLE MIN TO REPROGRAM ON RUNWAY

D3A
INTERNATIONAL FLIGHTS GOING EUROPE,FREQUENCY CONGESTION IS REALLY HF RADIOSARE VERY POOR. EVERYONE WILL AGREE WITH ME WHO FLIES INTERNATIONAL FLIGHTS.
CREW FATIGUE
PILOT FATIGUE LEVELS
MISCOMMUNICATION DUE TO LANGUAGE BARRIERS. EVEN COMMON PHRASES. SHOULD HAVE AN INTERNAT'L TRAINING SCHOOL
SECURITY SCREENING FOR CREW MEMBERS
TRAFFIC CONGESTION AT THE AIRPORTS;EXPERIENCE LEVEL OF PILOTS IN COMMAND
CELL PHONE USAGE BY PASSENGERS DURING FLIGHT IS QUITE CRITICAL
CREW FATIGUE
THE COCKPIT DOORS HAVE TO BE CLOSED AS SOON AS THE CABIN DOORS ARE CLOSED. ON SOME OF THE OLDER PLANES THE COCKPITS GET VERY WARM FAST WHICH CAUSES FATIQUE.
AIR TRAFFIC CONTROLLERS HAVING TO COVER MULTIPLE FREQUENCIES
PERCEIVED CONTROLLER WORKLOAD
RADIO COMMUNICATIONS - FREQUENCY CONGESTION - HETERODYNES - TWO PEOPLE TRANSMIT AT ONCE AND ONE GUY GETS BLOCKED OUT, [AIRPORT X] AND [AIRPORT X] BOTH OF THOSE PLACES ARE NON RADAR AND CONTROLLER GET OVERWHELMED THINGS DON'T GO VERY SMOOTHLY.
OVERLOADING RESTRICTED AIRPORTS
PROFILE DECENTS
UNQUALIFIED ATC, ANTIQUATED ATC SYSTEM
RADIO COMMUNICATION CONFLICTS-MISSED CALLS DUE TO CONGESTION
I'M SURPRISED THEY ISN'T MORE EMPHASIS ON RUNWAY INCURSIONS
NEW RNAV DEPARTURES-LACK OF NAVIG BACKUP ON ROUTE DEVEL SOLELY BY AUTOMATED SYSTEMS
THE ABILITY TO IDENTIFY TRAFFIC TO FOLLOW AT NIGHT HARD TO DISTINGUISH AIRCRAFT AT NIGHT
RADIO CONGESTION
ATC IS ATTEMPING TO PACK SO MANY ARRIVAL AND DEPARTURES R SAID THIS REALLY NEEDS TO BE ADDRESSED
AIRPORT SECURITY, GROUND SECURITY ISSUES FOR PASSENGERS, MORE TRAINING FOR SECURITY STAFF
PILOTS FATIGUE
FATIGUE & MIMINUM CREW REST TIMES
ILS PRECISION RUNWAY MONITOR APPROACHES.
EN ROUTE CLEARANCE CHANGES MADE BY DIFFERENT CONTROLLERS
R SAID MUST ADDRESS THE CONGESTION AND THE PROBLEM IS WITH THE GOVERMENT AND THE FAA.
GROUND OPERATIONS IN AIRPORT X ARE EXTREMELY DANGEROUS THEY HAVE WAY TOO MANY GROUND OPERATORS BEING CONTROLLED ON SAME FREQUENCY
SECURITY IS VERY VALID
ATC CLEARS YOU FOR CLEARANCE WHEN ANOTHER PLANE IS ALREADY THERE
HOLD SHORT INSTRUCTIOND
ALL AIRCRAFT SHOULD HAVE ALTITUDE REPORTING TRANSPONDERS ON BOARD
ATC USING TWO FREQUENCIES SIMULTANEOUSLY FOR TRANSMITTIONS
FREQUENCY CONGESTION-APPROACH AREA-RAMP AND GROUND FREQUENCY AREAS AT HIGH DENSITY TRAFFIC TIMES.
YOU SHOULD BE TOUCHING ON THE EVENTS REGARDIJNG SECURITY AND HOW IT'S AFFECTED ATTITUDES, CUT BACKS AND FURLOUGHS AND JOB LOSSES AND HOW IF AFFECTS EMPLOYEES' MORALE AND PERFORMANCES
SAFETY ISSUES RE CREW MEMBERS WORKING VERY LONG DUTY DAYS FOR SUPPLEMENTAL CARRIERS; CREW REST & FATIGUE
FATIGUE ISSUES

D3A
THE WHOLE FAA SYSTEM IS REALLY BAD, IT'S IMPOSSIBLE TO TELL THEM ABOUT FLYING OVERWEIGHT- THEY THEATEN TO FIRE PILOTS, IMPOSSIBLE FOR THE PILOT TO TELL FAA WHAT'S REALLY GOING ON
FATIGUE ISSUES WITH INTERNATIONAL FLIGHTS
MISREADING-MISUNDERSTANDING RADIO TRANSMISSION
PERSONNEL ENTERING OR SPENDING TIME ON THE AIRCRAFT THAT WORK ON THE AIRCRAFT OR THAT WHO ARE AUTHO9RIZED TO FLY ON BOARD THE AIRCRAFT;I'D LIKE TO BE ABLE TO SEE CARGO PILOTS BE ABLE TO CARRY A GUN(CAN CARRY A CREWMEMBER WITH A GUN BUT NOT HIMSELF)
TCAS SHOULD BE REQUIRED IN CARGO PLANES, FATIGUE ISSUES ARE CRIMINAL IN THE CARGO INDUSTRY
CROSSING RESTRICTIONS CAUSING SWAN DIVES, CROSSING RESTRICTIONS ALMOST IMPOSSIBLE TO MEET, LATE CROSSING REQUIREMENTS, THEY DON'T RESTATE THE NEW ALTITUDE AFTER GIVING THE NEW CROSSING RESTRICTIONS
CONGESTION IN OVERCROWDED AIRWAVES AND FREQUENCY
FAR -DUTY TIME AND BACKSIDE OF THE CLOCK FLYING
COMMUNICATION PROBLEMS
NASA NEED TO LOOK INTO TRACKING RJ'S FOR PROBLEMS
AUTOMATION
DETERIORATION IN PILOT FLYING SKILLS
WEATHER AVOIDANCE-PERTAINING TO COCKPIT WEATHER MAPS
LANGUAGE DIFFICULTIES IN INTERNATIONAL FLYING AND ABUNDANCE OF SIGNIFICANT NOTAMS IN INTERNATION FLYING
AGE OF ATC COMPUTERS & ALSO SEPARATION OF AIRCRAFT ISSUES
AIRPORT X (E.G. COMMON TO HAVE A DEPARTURE ON 27L & A LANDING CLEARED FOR 14R). I FEAR IF A GO-AROUND IS NECESSARY IT COULD BE CATASTROPHIC
MORE ATTENTION NEED TO BE PAID TO GROUND ACTIVITIES SUCH AS TAXIING OUT TO RUNWAY
RERELEASE FOR INTERNATIONAL FLIGHTS ARE OVER USED
ATC
QUESTIONS ABOUT T-CAS RESOLUTION ADVISORIES BECAUSE THE NUMBER OF THEM HAVE BEEN STEADILY INCREASING .
RVSM QUESTIONS - SPECCIFICALLY, AIR SPACE AND THE CONDUCT OF CREWS
ENHANCE SECURITY ITEMS
A T C SOMETIMES KEEP PILOTS HIGHER THAN IDEAL ON APPROACHES
BEING ASKED TO LAND ON A SHORT RUNWAY WHEN THERE IS A LONGER RUNWAY AVAILABLE; WHEN THE SHORTER RUNWAY IS CONTAMINATED (SNOW AND ICE)
ECONOMIC CONDITIONS OF AIRLINES COULD DEGRADE SAFETY-ATTRITION IN TO LIQUIDATION IS NOT GOOD FOR SAFETY.
CREWMEMBER FATIGUE
RADIO CONGESTION CAUSES PILOTS TO STEP ON EACH OTHER FROM TIME TO TIME.
AIRBORNE FREQUENCY CONGESTION AND GROUND FREQUENCY CONGESTION --BOTH SHOULD BE ADDRESSED
TAKE OFF OUT OF AIRPORT X DEPARTURE IS DIFFICULT BECAUSE SOME RICH PEOPLE DON'T WANT ALOT OF NOISE OVER THEIR HEADS.
MY BIGGEST CONCERN IS PEOPLE IN GENERAL- PILOTS PUSHING BACK WITHOUT CLEARANCRE IN FRONT OF OTHERS-CARRIERS WHO RUSH, ESPECIALLY WHEN A FLOW HAS BEEN ESTABLISHED
CREWMEMBER FATIGUE
NEED BETTER WAY TO CONTROL AND TRACK GA AIRCRAFT
CREW FATIGUE

D3A
DUTY TIME
DUTY & REST PERIODS; FATIGUE
R SAID WHEN COMUNICATING WITH ATC THEY CAN BE GET SNAPPY AND SHORT WITH THE PILIOTS
I THINK YOU SHOULD BE TALKING ABOUT INTERNATIONAL--ESPECIALLY LOCATION X
SOME SECURITY RELATED THINGS BUT I'S NOT SURE.
FATIGUE AND CREW DUTY REST AND PROBLEMS WITH CREW SECURITY SCREENING, DUTY REST RULES, SUPPLEMENTAL FLYING RULES DON'T SEEM TO BE CHANGING, ADDITION OF NATIONAL IDENTIFICATION CARD
WHEN ALTITUDE CHANGE IS GIVEN DO NOT GIVE ANY OTHER INSTRUCTIONS
STOP TREATING THE PILOTS LIKE CRIMINALS AT SECURITY. STRESSFUL SITUATION WHEN YOU GO THROUGH SECURITY
PILOT FATIGUE
POTENTIALLY DANGEROUS PUBLISHED APPROACHES THAT EXPERIENCED PILOTS CONSIDER BELOW STANDARD; A NEW PILOT WOULD BE CONFUSED; IN INSTRUCTIONS NOT FOLLOWED TO THE LETTER, COULD END UP IN A DANGEROUS SITUATION FOLLOW
HAZARDOUS GOODS PROCEDURES SHOULD BE REVISED, COMPANIES PROCEDURES CAN ALWAYS BE IMPROVED
WEATHER RELARTED DELAYS --PARTICULARLY LOCATION X
GROUND CONTROL FREQUENCY CONGESTION
PILOT FATIGUE
CREW DUTY TIME-REST
PLANES ARE TOO CLOSE IN TERMINAL AREA. ATC ALSO WANT PILOTS TO FLY TOO FAST ON FINAL APPROACH FOR ATC'S CONVENIENCE. THE NEXT CONCERN THAT I HAVE IS THE MIXING OF LARGE JETS WITH COMMUTER AIRPLANES AT LARGE A-P'S CAUSE CONFLICT OF THE PERFORM-DIFFERENTIA
AT TIMES DO YOU THINK THERE IS TO MUCH FREQUENCY CONGESTION SHOULD BE ASKED. NEW TECHNOLOGIES NEEDS TO BE USED IT IS AVAILABLE.
ASK ABOUT PILOT FATIGUE ESPECIALLY NOW WITH INCREASING AMOUNTS OF FLYING TIME -BACKSIDE OF THE CLOCK SAFETY ISSUES ARE A CONCERN SHOULD BE ADDRESSED
ATC ASKS TO SWITCH TO TOWER FREQUENCY AT MARKER, OFTEN PILOTS FORGET, ONLY DONE AT AIRPORT X, OLDER AIRCRAFT HAVE A HARD TIME MAINTAINING PRECISE ADHERENCE TO POSITION
POORLY TRAINED PILOT
HAD CATEGORY 3 APPROACH THERE WAS A PLANE ON RUNWAY. VERY POOR CONTROLLING BY ATC. ALSO NOT ENOUGH CONTROLLERS. CONTROLLER WORKING 3, 4, OR 5 FREQUENCIES AND WE DON'T KNOW TO WHOM HE IS SPEAKING TO.
ATC CONGESTION IS A BIG PROBLEM
PILOT FATIGUE
PRM APPROACHES-CLOSE APPROACHES-AUTOMATED PLANES-TRAINING INSUFFICIENT-MONITORING 2 FREQ. AT ONCE
NO ONE IS MONTORING FOR EXPLOSIVES ON CARGO PLANES. ALSO WE ARE CONSTANTLY SEARCHED BEFORE WE GET ON THE PLANE, IF WE HAVE A ONE WAY TICKETM, (ESPECIALLY) IF A CREWMEMBER IS IN UNIFORM. AFTER BEING SEARCHED THE 1ST WE ARE THAN SEARCHED AGAIN 100 FT LATER
KEEPING US HIGH ON APPROACH IS DANGEROUS, PUSH TO GET PILOTS TO FOLLOW OTHER AIRCRAFT RATHER THAN GIVE SPECIFIC INFORMATION
WHEN THEY COME TO FINAL APPROACH, WOULD LIKE TO KNOW WHERE THEY ARE IN LINE TO BETTER PREPARE FOR LANDING
EFFECTIVENESS OF COCKPIT SECURITY
NTSB RESULTS LACK CREDIBILITY NOW
PILOT FATIGUE

D3A
A T C PROCEDURES &TERMINAL APPROACH PROCEDURE ASSIGNMENT AS DIRECTED BY A T C: EXAMPLE LOCATION X ,ASSIGNMENT CHANGES FREQUENTLY
LAST 2 YRS, CLEARANCES TO LAND HAVE BEEN COMING CLOSER TO AIRCRAFT THAT ARE ON TAKEOFF ROLL. MOSTLY AT [AIRPORT X]. [AIRPORT X] CHANGES RUNWAYS OFTEN ON APPROACH. AT [AIRPORT X] LOTS OF SLAM-DUNK APPROACHES. [AIRPORT X] ATC ON GROUND NOT RESPONSIVE.
COPING WITH EXTREME TRAFFIC CONGESTION ESPECIALLY ON THE GROUND AND NEAR THE TERMINALS, ESPECIALLY IN CROWDED AIRPORTS SUCH AS AIRPORT X, AIRPORT X, AND AIRPORT X
CREW REST TIMES ARE ANTIQUATED, CREW SCHEDULING. SIMILAR CALLS SIGNS COMPANIES ARE NOT COORDINATING THE CALL SIGNS
AIRCRAFT IN ROOT TAKING ANOTHER AIRCRAFT TAKE CLEARANCE
QUESTIONS ABOUT COCKPIT DEFENSE SYSTEMS, SECURITY SCREENING, ARMING THE PILOTS
FLIGHT TIME AND DUTY TIME, REST REQUIREMENTS
GOING INTO AIRPORT X AND AIRPORT X, CAN'T SEE ATIS, MILES AWAY F- FIELD, BLOCKED OUT, ATIS ON TOP OF FIELD, MANY COMPLAINTS MADE, NOTHING BEING DONE
RUNWAY CHANGES
REGIONAL DIALECTS-CONVERSATION SHOULD HAVE SAME MEANING-DEFINITION. WEST VS EAST COAST OR [AIRPORT X]. STILL BEST SYSTEM ON EARTH
APPROACHES INTO LOCATION X AND AIRPORT X VISUAL APPROACHES,
PILOT FATIGUE
AIRSPACE AND AIRPORT CONGESTION BY SMALL REGIONAL JETS
SECURITY QUESTIONS -COCKPIT DOORS HOW MANY TIMES DOES CREW LEAVE
PILOT FATIGUE, AND SCHEDULES SHOULD BE INCLUDED LONG LEGS AND FLYING ALL NIGHT THEN ALL DAY, THIS IS THE MOST DANGEROUS PART OF JOB AND WHAT HAPPENS WHEN WE HAVE A MAINTENANCE PROBLEM GOING INTO BAD WEATHER
FREQUENCY COGESTION. THE DATA LINK WILL HELP.
WE LET FREIGHTERS RUN AROUND WITHOUT TCAS-ALL SHOULD HAVE THEM.
ASK ABOUT CREW INTERFACEMENT W-FMC-KNOWLEDGE OF & COMFORT LEVEL WITH FLIGHT MGMT.
CONTROLLER OVERLOAD- WORKING TOO MANY AIRPLANES
LATE AT NIGHT, 1 CONTROLLER IS USED & WHEN RUSH HOUR COMES, A.T.C GETS OVERLOADED, THIS REQUIRES A.T.C TO KEEP UP WITH WHAT'S GOING ON, (NOT A SMOOTH TRANSACTION) ESP. AT [AIRPORT X]
THE IMPLEMENTATION OF THE DATA X PROGRAM DOMESTICALLY HAS BEEN DELAYED UNTIL X. THIS PROGRAM WILL PROVIDE BETTER SAFETY AND ITS DELAY IS A SAFETY ISSUE.
CERTAIN SECTORS IS FRQUENCY CONGESTION- IN A LOT OF FREQUENCIES IS HARD TO GET IN- TOO BUSY + OVER WORKED AND OVERSTURATED
PROBLEMS WITHATC COMMUNICATION
T-CAS SHOULD BE IN EVERYTHING NOW.
HAD INCIDENT WHERE WE WERE FLYING IN MARGINAL VISUAL CONDITIONS & ANOTHER PLANE WAS CROSSING THE RUNWAY. THIS DEGRADED OUR NAV. SIGNAL. WE ERE TOLD THAT WE DIDN'T HAVE TO BE NOTIFIED BEC. OF
THERE IS NEVER ANY PILOT INPUT ON HOW THE AIR TRAFFIC CONTROL IS DIVISED
OVER SCHEDULING IS A BIG PROBLEM. FREE FLIGHTS TO IMPROVE CAPACITIES ARE A NIGHTMARE & WITH DEREGULATION THE GOV. IS TOO RELUCTANT TO STEP IN. THERE ARE TOO MANY BAND-AID FIXES
CREW FATIGUE
MORE TAXIWAY LIGHTNING AND MARKING. MORE GROUND OPERATIONS QUESTIONS. [AIRPORT X] IN PARTICULAR IS VERY CONGESTED.

D3A
WHEN WEATHER IS AT A MINIMUM FOR THE APPROACH THE TOWER SOMETIMES WILL GIVE MISSED APPROACH PROCEDURE OTHER THAN WHAT IS PUBLISHED FOR THE APPROACH WHEN IS EXECUTING THE MISSED APPROACH , IF THIS IS DONE THEY SHOULD GIVE PROCEDURE , WAKE TURBULANCE TAKEOFF
CREW REST ISSUES, LENGTH OF DUTY RELATING TO PILOT FATIGUE
CHAOTIC PROBLEMS WITH ATC IN LOCATION X
FOREIGN OBJECTS WITHIN RAMP AREA, DEBRIS IN THE AIRCRAFT RAMP AREAS
CREW FATIGUE
CREW REST + DUTY TIME
SOME INSTRUMENT APPROACHES ARE OUTDATED BECAUSE OF EQUIPMENT PROBLEMS, SPECIFICALLY THE ILS TO 12 RIGHT IN AIRPORT X.
SURVEY SHOULD BE EXPANDED FOR TERMINAL OPERATIONS
AIR MARSHALLS (UNIFORM)
TRAFFIC-FREQUENCY CONGESTION IN THE APPRAOCH ENVIRONMENT
LATE RUNWAY ASSIGNMENT FOR VISUAL APPROACHES BY TOWER PERSONNEL;
CONTROLLERS BEING RESPONSIBLE FOR MULTIPLE FREQUENCIES
FREQUENCY CONGESTION AROUND GROUND OPERATIONS IS A PROBLEM, OPERATIONS UNDER CLASS B AIRSPACE IS TOO CONGESTED
FATIGUE IS A PROBLEM WITH FLIGHT DUTY REQUIREMENTS. CURRENTLY PILOTS ARE EXPECTED TO FLY NONSTOP UP TO 16 HRS. PERSON X FEELS THAT 12 HOURS SHOULD BE THE LIMIT.
LONG DUTY PERIODS FOLLOWED BY SHORT OVERNIGHTS;
*ASAP OPERATIONS, TAXI OUT AND TAKE OFF ARE ASKING FOR PILOTS TO ACCELERATE TOO FAST, WHICH COULD BE A PROBLEM & CIRCLING APPROACHES WITH STRONG CROSSWINDS LEAD TO VIOLATION OF AIRSPACE. & IMPROPER SPACING OF HEAVY AIRCRAFT
CROSSING RUNWAY OPERATIONS AND GO-AROUNDS, AS A RESULT OF THAT, IT WOULD BE WORTHWHILE ASKING. IN THE LAST 3 DAYS I'VE EXPERIENCED 1 GO-AROUND AS A CONFLICT ON THE INTERSECTING RUNWAYS
THE DUTY HOURS -REST,CHANGING FROM NIGHT TO DAY ,AND CHANGING FROM DAY TO NIGHT
FAA NEEDS TO LOOK AT THE REGIONAL SMALL JETS FLYING. AIRPORTS CAN'T HANDLE THE CAPACITY.
WITH THE NEW REDUCE SPACING ON FINAL APPROACH HAVE YOU INCOUNTERED AND INCREASED IN WAKE TURBULANCE? HAVE YOU NOTICED AN INCREASED IN SLAM DUNK APPROACHES CAUSING YOU TO BE HIGHER AND FASTER THAN NORMAL ON VISUAL APPROACHES
ASK ATC FOR WINDS TRHEY SAY FOR AIRPORT WINDS BUT NOT RUNWAY SPECIFIC WINDS. RUN INTO WINDSHEAR. CAUSE RUNWAYS ARE SPREAD APARTWINDS.
ARRIVAL AND DEPARTURE PROCEDURES AT VARIOUS AIRPORTS- CURRENT APPROACH RESTRICTIONS POTENTIALLY DANGEROUS. LATERAL AND NOT VERTICLE SEPERATION IS BETTER. ALSO HEAVY WORKLOAD OF ATC WORKERS, STAFF UPGRADING ESPECIALLY AT NIGHT.
DECREASE AWARENESS IN WAKE TURBULENCE FOR AIRCRAFTS THAT ARE HEAVIER THAN THE LIGHTER AIRCRAFTS BEFORE TAKING OFF
ATC ON WEEKENDS USING MULTIPLE RADAR SCREENS
LACK OF A.T.C'S ABILITY TO ADEQUATLEY PROVIDE REQUESTED ENROUTE ALTITUDE
HI-JACKING, LOSS OF SATELLITE DATA. WHAT WILL THEY HAVE AS A BACK UP? WHAT PROCEDURES WOULD THEY FOLLOW?
FREQUENCEY CONGESTION
CONGESTION IN TERMINAL AREA
CREWMEMBER FATIGUE
AIRPORT SECURITY AND SECURITY WHILE PLANE IS AIRBORNE
MAINTENANCE RELATED ISSUES AND MCO ISSUES

D3A
RUNWAY CHANGES [AIRPORT X]
CREW REST AND RED EYE FLYING.
1) FATIGUE AND REST ISSUES 2) STRESS EX. LAYOFFS 3) MULTIPLE MECHANICAL DEFERRALS
ATC SYSTEM COMMUNICATIONS -GROUND -TOWER DUAL USAGE OF RUNWAYS ONE GUY MAY WORK ON 2 FREQUENCIES IF THEY SHORT HANDED-CAN GET STUCK ON GROUND FOR A WHILE. SO MUCH ROUTINE CAN DRIVE SAFETY BUT IF GET OUT OF ROUTINE CAN GENERATE PROBLEM ALSO RJ'S.
YOU NEED TO GET INTO THE SECURITY ISSUES--THEY CAUSE A LOT OF ANIMOSITY
WAITING FOR SLOT TO TAKE OFF.
MULTIPLE LANGUAGES USED AT THE SAME TIME, WE CAN ONLY UNDERSTAND ENGLISH
CREW DUTY TIME, CREW DAY
AVIATION IS BULGING TO CAPACITY DUE TO AIR TRAFFIC CONTROL RESTRAINTS DUE TO CLIMBS, DESCENDS AND SPEEDS.
FATIGUE - MAJOR CONCERN
[AIRPORT X] FACILITY TOO COGESTED
THE PRECISION MONITORED APPROACHES-UNFORTUNATELY WHEN WEATHER IS BAD AND THESE ARE MORE DANGEROUS THAN STANDARDIZED APPROACHED;THERE'S PRESSURE ON [AIRPORT X] TO IMPLEMENT EITHER AN LDA OR PMI APPROACH AND IT'S DURING THE WORST WEATHER-
CONTROLLER FORGETTING TO TURN CRAFT OVER TO NEXT SECTOR
SOME OF THE NOISE ABATEMENT TAKE OFF PROCEDURE FOR EXAMPLE [AIRPORT X] THAT PARTICULAR DEPARTURE IS UNSAFE AT BEST. REASON IS THE PROCEDURE ITSELF AND ARE MIXED WITH LITTLE AIRPLANES. ANOTHER PROBLEM WE HAVE ARE SOME OF OUR NOISE IS MARGINAL
TRAFFIC CONGESTION IN TERMINAL AREA; CAPACITY ENHANCEMENT MEASURES
COMMUNICATION PROBLEMS WITH BOTH FEDERAL AND LOCAL MODEMS
DISCOURAGING TO PILOTS COMMUNICATIONS ARE OLD AND OUTDATED ACROSS THE ATLANTIC
CONTROLLERS BROADCASTING ON MULTIPLE FREQUENCIESS. MULTIPLE SECTOR COVERAGE - PILOT AT TIMES UNABLE TO LISTEN. ALSO, LANGUAGE BARRIERS - LOCATION X, LOCATION X, LOCATION X - ATC COMMUNICATES WITH OTHER PILOTS IN NATIVE LANGUAGE.
CONFUSION WITH CALL SIGNS ON ATC AND TOO SIMILAR CALL SIGNS
THE NEED FOR SKY MARSHALLS
THE CONCERN I HAVE IS CONGESTION IN THE AIRSPACE & CONTROLLER WORKLOAD.
FATIGUE CREW REST ON BACK SIDE OF THE CLOCK FLYING, STANDARZATION OF AIRPORT SCREENING
SEVERE WEATHER AVOIDANCE
PILOT FATIQUE AND INCREASED STRESS LEVELS OF FLIGHT CREW MEMBERS DUE TO ISSUES REGARDING SECURITY, MINOR MAINTENANCE ISSUES, ETC
GROUND CONGESTION QUESTIONS, VERIFICATION OF MODE CONTROL PANEL SELECTIONS
AFFECTS OF FATIGUE ON FLIGHT SAFETY
AIR TRAFFIC CONTROL COMMUTATION IS ANOTHER TOPIC TO LOOK AT. AND THEY NEED TO EXPLORE DATA LINK COMMUNICATION.
ASK HAVE YOU FLOWN INTO HIGH DESITY AIRPORTS. HAVE YOU FLOWNINTO AN AIRPORTS WITH A SUFFICIENTLY NUMBER OF AIRBORNE AIRCRAFT MOVEMENTS ACCURING. DID YOU CONSIDER THE NUMBER OF AIRCRAFT MOVEMENTS TO BE UNREASONABLE OR A COMPROMISE TO SAFETY.
WEATHER FORCAST BEING MORE CORRECT
STRESS -COMPANY-IMPOSED, ON-TIME ISSUES, GATE AGENTS TIME,. NEW RADAR-ATC CAN FILTER OUT WEATHER, UNSTABLE APPROACHES BIG TREND, MONITORING GUARD FREQ. -LED TO MISREADING CLEARANCEMANAGEMENT PILOTS
LACK OF COMMUNICATION ABILITY FOR PILOTS WHOSE ENGLISH IS NOT THEIR FIRST LANGUAGE

D3A
ASK ABOUT CONTROLLERS BROADCASTING ON MULTIPLE FREQUENCIES
GROUND FLOW AT MAJOR AIRPORT (I.E. AIRPORT X AND AIRPORT X), COORDINATION BETWEEN BOTH
FLYING ON THE BACKSIDE OF A CLOCK ALL NIGHT
PROPER CREW REST + SLEEP DEPREVATION!!!! NO CONSIDERATION TO CIRCADIAN RHYTHMS +SCHEDULING PROPER CREW REST
ASKING ABOUT CREW DUTY DAYS.
CONGESTION- NOT ENOUGH RUNWAYS -LACK OF REAL ESTATE
IN [AIRPORT X], THERTE ARE A LOT OF GROUND VEHICLES IN THE RAMP AREAS. COLLISIONS WITH PLANES ARE IMMINENT. GROUND CONTROL AT MANY AIRPORTS IS TOO LOOSE WITH CLEARANCES IN AND CLEARANCES OUT. IF GROUND CONTROL INSTRUCTIONS WERE FOLLOWED, COLLISIONS WOULD
WHEN ATC ISSUES REOROUTE CLEARANCE THEY SHOULD GIVE PHONETIC INDENTIFIERS OF EACH NAVID RATHER THAN THE NAME OF THE NAVID AND DOING SO WOULD EASE PROGRAMMING OF ANY FMC EQUIPPED AIRCRAFT.
GROUND CONTROL SATURATION, THEY NEED PREARRANGED CLEARANCE
OPERATING OUT OF AIRPORTS THAT ARE BENEATH T.C.A. ,SPECIFICALLY[AIRPORT X] . REAL DANGEROUS MIX OF TRAFFIC. (HIGH SPEED JETS- SMALL GENERAL AVIATION AIRCRAFTS).
FATIGUE AND DUTY TIME
GROUND TAXIING SIGNS AND LIGHTING-AT CERTAIN AIRPORTS NEED IMPROVEMENT-SHOULD BE STANDARDIZATION AT ALL AIRPORTS
CROWDING IN THE SKY ON APPROACH AND ON LANDING AT MANY AIRPORTS
TRAINING IN COMMERCIAL AVIATION IS EXTREMELY INADEQUATE, I.E., ONE TRIP A YEAR FOR SIMULATOR FLYING IS INADEQUATE. HIGH PRESSURE AND NOT A GOOD ENVIRONMENT FOR MOST PILOTS. CURRENTLY POLICY ON RESTING IS BAD AND ALMOST UNSAFE, ESPECIALLY NIGHT FLIGHTS.
DEVIATION WEATHER WISE. THAT IS A BIG PROBLEM COORDINATING WEATHER. THERE IS A PERIOD OF ARGUMENT IN THERE. FOUR FLIGHTS THAT WERE NOT ALLOWED TO DEVIATE AND HAD TO GO THROUGH THUNDERSTORMS. WEATHER CONTROLLERS AND DEVIATION ARE A BIG PROBLEM.
CONFLICT BETWEEN VFR TRAFFIC AND IFR TRAFFIC, MODE 'C' TRANSPONDERS
SECURITY ISSUES WITH RESPECT TO DEFENDING THE COCKPIT
THE PROBLEMS WITH PILIOT AND CO-PILIOT DONT GET ALONG
SHORT LAPSE OF COVERAGE IN ATC SYSTEM BLIND SPOT
SECURITY ISSUES-ESPECIALLY TRACKING OF WHAT'S BEING PUT ON AIRCRAFT. LACK OF GOOD CONVERSATIONAL ENGLISH BY ATC IN SOUTH AMERICA.
CONGESTION ON FREQUENCY & USE SIMPLEX TYPE RADIOS; WHERE ONE TRANSMISSION CUTS OUT ANOTHER TRANSMISSION
THE NORTH EAST IS KIND OF HECTIC
CREW FATIGUE AND THE DECLINE OF FLIGHT CREW PROFICIENCY WITH AUTOMATED AIRCRAFT
PILOT FATIGUE
CREW REST, CIRCADIAN RHYTHM
CREW MEMBER FATIGUE.
COMMUNICATIONS--ATC AND PILOTS-CROWDED
THUNDERSTORM SEASON CAUSES OVERWORK AND SATURATION OF THE LOCATION X AIR SPACE GOING TO AND FROM LOCATION X.
AIRPORT SECURITY
AIRCRAFT SEPARATION ON FINAL APPROACH BECAUSE OF THE MIXTURE OF SMALLER AND LARGER AIRCRAFT.
A.T.C. FREQUENCY CONGESTION
NON T-CAS EQUIPPED PLANES...CONFLICTS
REST RELATED-DOES CRWMEMBER FEEL COMPLETLY RESTED PRIOR TO EVERY FLIGHT

D3A
SECURITY
SECURITY
GETTING CLEARENCE TO LAND WITH VOLUME OF ATC TRAFFIC INSIDE THE OUTER MARKER--BECOMING SATURATED--AT CERTAIN AIRPORTS AND CERTAIN TIMES
BAGGAGE SECURITY-ESP. CHECKED BAGGAGE
FREQUENCY CONGESTION
.TRAFFIC DENSITY IN TERMINAL AREAS IN BIGGER AIRPORTS; ONE CONTROLLER IN TOWER WORKING DIFFERENT FREQUENCIES DURING OFF OR SLOW HOURS;CONTROLLERS ARE SO BUSY THAT THEY CANNOT CONFIRM ALTITUDE CLEARANCES
DIFFERENTIATE BETWEEN DOMESTIC AND INTERNATIONAL FLYING
STARS AT AIRPORT X CHANGING CLEARANCE TOO CLOSE TO AIRPORT
LAND AND HOLD SHORT OPERATIONS.
NONE GIVEN
CREWMEMBER FATIGUE
LAND AND HOLD SHORT, TALKING WHILE ROLLING OUT
THE USE OF LOCATION X AS A SUITABLE ALTERNATE DURING A DAYLIGHT CONDITION
GROUND CLEARANCE ATC THROUGH ACARS
PROBLEM W-CLEARANCE AT [AIRPORT X], WAS LEFT AT A HIGH ALTITUDE, & WANTED CLEARANCE TO GET
FREQUENCY CONGESTION
CREW REST AND FATIGUE
OCCASIONAL RADIO INTERFERENCE PROBLEMS ON ATC FREQUENCIES FROM LONG-RANGE CORDLESS PHONES' TRANSMISSIONS WHICH BLOCK-OUT ATC COMMUNICATION
ATC FREQUENCY CONGESTION IS A BIG PROBLEM
HOLD SHORT WHEN YOU ARE TOLD TO HOLD SHORT OF THE INTERSECTION RUNWAY, I DO NOT LIKE OR ACCEPT THOSE CLEARANCES
ADDRESS TRAFFIC PROBLEMS
WHEN AIR TRAFFIC CONTROLLERS REQUEST PILOTS TO KEEP THEIR SPEED UP WITHIN 10 MILES OF THE AIRPORT, ESPECIALLY ON THE [AIRCRAFT TYPE X] & [AIRCRAFT TYPE X].
60 DAY WINDOW THINGS DON'T HAPPEN SHOULD GO BACK IN A LONGER PERIOD OF TIME
GROUND OPERATIONS, TIMEFRAME SHOULD BE WITHIN 1 YEAR INSTEAD OF 90DAYS
CHANGING RADIO FREQUENCY WHEN EYES SHOULD BE OUT
SECURITY MEASURES AT AIRPORTS -
WE HAVE TO SO MUCH EXTRA FUEL IN ORDER TO OBEY ATC DIRECTIONS
LIKE TO KNOW ENTRAIL SEPARATES AT AIRPORTS ON ARRIVALS AND DEPARTURES - ASSIGNMENT OF SPEED CHANGES WITHIN 10 TO 20 MILES OF THE AIRPORT,
ARRIVAL AIRPORT X THE LAST MINUTE CHANGING OF ARRIVALS AND RUNWAYS -ATC REVISING CLEARANCES AT LAST MINUTE. ASKING FOR MORE TIME FOR THE CREW TO DISCUSS AND PROGRAM CHANGES.
OVERCONGESTION
IN TERMINAL OPERATIONS WHERE ATC PUTS RESTRICTIONS ON AIRCRAFT, THEY DON'T HAVE ENOUGH TIME TO REACT
STILL LACKING SAFTEY AFTER THE X INCIDENT
FAR TOO MANY AIRCRAFTS UNDER 50 PASSENGERS IN AIRPORT X
CREW REST
ACCESSING LOCATION X AREA AIRPORTS
RADIO PROBLEMS

D3A
CONTACT WITH ATC -HOW OFTEN HAVE I BEEN ASSIGNED A FREQUENCY AND NOT BEEN ABLE TO CHECK IN ON THAT FREQUENCY DUE TO CONGESTION-- NOT TIME CRITICAL BUT STILL COULD NOT TALK TO ATC
ATC AND TRAFFIC CONGESTION AROUND MAJOR AIRPORTS
I HIT [AN ANIMAL]...I'D BE CURIOUS ABOUT THE OCCURENCE OF ANIMAL INCURSIONS ARE.
AVARENESSOF SMALL AIRPLANES
CONGESTION, LACK OF CONTROLLERS ABILITY TO DEAL WITH THE AIRPLANES IN A CONGESTED SITUATION; SO MANY MAJOR AIRPORTS HAVE TOTALLY DIFFERENT GROUND PROCEDURES, THERE ISN'T ANY STANDARDIZATION FOR GROUND OPERATIONS, HARD TO UNDERSTAND GROUND CONTROLLERS LO
ATC PROBLEMS WITH THE PILIOTS
STANDARIZE TAXIWAY MARKING ARE POORLY AND NON TAXIWAY MARKING
CREW DUTY TIME, REST TIME AND RESERVE TIME
MISCOMMUNICATION BETWEEN ATC AND THE AIRCREW. FREQUENCY CONGESTION IS ALSO A PROBLEM.
GROUND SCREENINGS UNDULY HARSH ON FLIGHT CREW, NEEDS TO BE MADE LESS HARSH
PILOTS FATGUE
CREW DUTY TIME, AIR SYSTEM IN TERMS OF CONGESTION, AND MORE ON FREQUENCY CONGESTION ISSUES
FATIGUE, DUTY LIMITS, INTERNATIONAL FLIGHT REST, PILOTS FLY TIRED ALL OF THE TIME, FATIGUE IS THE CAUSE OF ALL PROBLEMS, THEY ARE TIRED AND THEY MAKE MISTAKES, CREW REST AND FATIGUE NEEDS TO BE ADDRESSED. EVERYONE IS ALWAYS ASKING THE FAA FOR AN EXCEPTIO
EXTENSIVE MANU ERVING ON APPROACH INTO [AIRPORT X] AND NOISE ABATEMENT IS IMPACTING TO SAFE OPERATION
COMMUNICATION WHEN SEVERAL PILOTS ARE SPEAKING AT THE SAME TIME ON THE SAME FREQUENCY NO ONE CAN BE HEARD
PILOT FATIGUE IS BIGGEST SAFETY ISSUE
ATC ASKS FOR UNREASONABLE REQUESTS DUE TO PERFORMANCE
EN ROUTE CONGESTION INVOLVING CHANGES IN ROUTING THAT INCREASE FLIGHT TIME AND FUEL MARGINS
HOW MANY TIMES DID YOU EXPERIENCE ESTENSIVE VECTORING DUE TO TRAFFIC SITUATIONS.
FATIGUE
COCKPIT SECURITY
CREW DUTY REST AND BACKSIDE OF THE CLOCK FLYING, HF COMMUNICATION IS POOR
FLOW CONTROL IN BAD WEATHER IS PROBLEMATIC
PILOT INFLIGHT FATIGUE ON LONG HAUL FLIGHTS
SEE THE ATC WEATHER RADAR IMPROVED AND WOULD LIKE TO SEE A BETTER INFACE BETWEEN ATIS EQUPMENT AND WHAT THEY HAVE ON THE GROUND AND IMPROVE GROUND TAXI WAY SINAGE AT THE
OVER WORKED CREWS.DUTY DAYS TO LONG AND NOT ENOUGH SLEEP
VERY SIMILAR CALL SIGNS WITH-IN SAME CARRIERS OR DIFFERENT CARRIERS LEAD TO CONFUSION ABOUT MISSED CLEARANCES AND FREQUENCY CHANGES
ATC SYSTEM IS GROSSLY BEHIND THE TIME ,AND UNDER STAFFED
PROPER HANDLING OF INFLIGHT SMOKE-FIRE ISSUES. PROPER CREW-COCKPIT TRAINING ON USAGE OF COCKPIT DOOR...NOT ALLOWING DOOR TO REMAIN OPEN & HASVING AWARENESS OF WHEN IT'S SAFE TO OPEN.
PILOT FATIGUE
CONFLICT WITH GENERAL AVIATION AIRCRAFT AND COMMERCIAL PLANES
SECURITY SCREENING AND ARMED PILOT
WEATHER AT AIRPORTS BEING REPORTED AT HIGHER THAN ACTUAL CONDITIONS ESP AIPORT X
RUNWAY SURFACE MARKINGS-ESP BETWEEN TAXIWAYS
IN THE WATERS REGION , THE ABILITY TO CHANGE ALTITUDE TO AVOID WEATHER PATTERS IS TERRIBLE.
GROUND CONTROL ATC, NO STANDARDIZATION EMPHASIS IS RUNWAY INCURSION

D3A
SEPARATE ALTITUDE, AIRSPEED & RUNWAY CHANGES ON LAST SERIES FOR CLARITY SAKE
NOTAMS SYSTEM IS INADEQUATE-ABBREVIATIONS AND DECIPHERINGS ARE IMPOSSIBLE AND WORTHLESS. NATIONAL WEATHER SYSTEM - CODES AND ABBREVIATIONS ARE VERY OFTEN NOT TO BE FOUND
CREW FATIGUE
TOO MANY AIRPLANES TRYING TO LAND AT THE SAME TIME, ATC TRIES TO GET IRON ON THE GROUND WITHOUT WORRYING ABOUT THE SAFETY OF THE PASSENGERS
EXTENDED DUTY DAYS AND BACK SIDE OF THE CLOCK FLYING DUTY
ATC SHOULD SPEAK ENGLISH FLUENTLY THIS HAPPENED IN AIRPORT X
COMMUNICATIONS AT ATC CLEARANCES
SHOULD INCLUDE WITHIN 15 WINTHIN 5 MILES OF OUTER MARKER, IN AIRPORT X GROUND CONTROL COMMUNICATION RULES ARE BEING BENT , IS THERE A WAIVER FOR AIRPORT X, NO CLUE WHICH RUNWAY THEY ARE BEING TAXIED TO, HINT ON METERING WHICH RUNWAY
R FEELS THAT SURVEY SHOULD COVER ALONGER PERIOD OF TIME THAN THE LAST 30 DAYS
CONGESTED ROUTING BETWEEN EAST COAST AND [AIRPORT X], RADIO CONGESTION ON EAST COAST, [LOCATION X] FLIES AT WEIRD ALTITUDES, CROSSING ACTIVE RUNWAYS
ATC INSTRUCTIONS TO VECTOR INSTEAD OF HOLD ON APPRAOCH COULD LEAD TO FUEL LOSS-UNCERTIANITY OF FINAL DESTINATION. WRONG FREQUENCY DUE SEVERAL OPERATED BY ATC, AND LACK OF FEEDBACK FROM ATC ON PILOTS' READ-BACK OF INSTRUCTIONS
AIR TRAFFIC CONTROLLERS WORKING MORE THAN ONE ATC FREQUENCY CAUSES REAL PROBLEMS. SOME AIR TRAFFIC CONTROLLERS TALK TOO FAST WHICH CAUSES REAL PROBLEMS.
WE COULD ASK MORE ABOUT TRAFFIC CONGESTION AND HOW ATC COULD BETTER HANDLE THE GREATER DEMAND ON THEIR TIME AS TIME GOES BY AIR TRAFFIC IS GETTING BUSIER AND THAT DEMANDS MORE ATTENTION RIGHT NOW, A STHIRD TO MAYBE HALF OF ALL INCIDENTS ARE ATC RELATED
COMMUNICATION CLEARANCE ON THE GROUND AT AIRPORTS CAN BE THOROUGHLY AMBIGUOUS! NOT ENOUGH GROUND SAFETY!
THE APPROACH TO AIRPORT X;WE'RE CLEARED FOR A VISUAL APPROACH AND THEN CHANGED TO THE OTHER COMPLEX-WE HAVE TO GO HEADS DOWN AT A CRITICAL TIME IN THE FLIGHT
CREW FATIGUE AND CONTROLLER SATURATION, REST LIMITS TOOMANY LOOPHOLES TO ALLOW FLEXIBILITY TO KEEP WORKING, REST RULES NEED TO BE MORE SPECIFIC, FAA IS OVERWORKED-TOO FEW INSPECTORS,SCHEDULING NON-LICENCED STAFF MANAGING LICENCED STAFF
IT WOULD BE ATC INSTRUCTION WHILE THE AIRCRAFT IS ROLLING OUT ON THE RUNWAY AFTER LANDING.
DUTY SCHEDULE AND PILOT FATIGUE
CONGESTION IN THE AIRPORTS
RADIO TRAFFIC CONGESTION
SLOPPY ADHERENCE OF THE FAA TO OUT MODED . NASA IS MUCH MORE UPDATED
SPEED CONTROL THAT ATC ARBITRARILY PLACES AT THE MARKER. I ROUTINLEY REFUSE 180 TO THE MARKER BECAUSE THIS IS UN SAFE AND THERE IS NO ROOM FOR A STABLIZED APPROACH.
THE WHOLE SURVEY SEEMS TO BE TRIVIAL, COMPARED TO FATIGUE, FATIGUE FACTORS ARE THE ROOT OF MOST PROBLEMS
ARRIVALS IN LOCATION X IN THE HAZE
UNCONTROLLED MOVEMENT OF AIRCRAFT IN RAMP OR GATE AREA,
DEPARTURE DELAYS DUE TO BAD WEATHER
STAIRS BRINGING UP-IS UNSAFE -ALWAYS A GAP OR THEY ARE OFF. 13 HOUR DAYS ARE FATIGUING-CREW REST
SPECIFIC AIRLINES FORCE FOLLOWING AIRCRAFT TO GO AROUND ON APPROACH. AIRPORT SECURITY IS A JOKE

D3A
SOMETIMES AT MAJOR TERMINALS WHEN THERE ARE WIND SHIFTS & AIRPORT IS TOO SATUARATED TO DIVERT TRAFFIC TO SAFER SIDE OF THE AIRPORT; A LITTLE RISKY WITH LARGE JUMBO JETS MIXED WITH SMALLER PLANS; TOO MUCH TAIL WIND
COCKPIT DOOR OPEN PLOCY HUGE, FLIGHT DECK DOORS OPEN FOR LONGER THAN COMFORTABLE, CARGO SCREENING FOR SECURITY, NOT 100% ON DOMESTIC FLIGHTS, SECURITY CHECKS LEAVING EUROPE MUCH MORE EFFECTIVE THAN IN US, TICKET AGENTS OVERWORKED
REST, OR FATIGUE ISSUES
SLEEP DEPRIVATION AND LONG HAUL FATIGUE
ON APPROACH ,MAINTAINING SPEED WILL CONTRIBUTE TO AN ACCIDENT. PUSHING A TIRED PILOT ON APPROACH. #2-DUTY LIMITS FOR INTERNATIONAL PILOTS +RESERVE REST FOR PILOTS
AT BUSY AIRPORTS SUCH AS AIRPORT X CONTROLLERS HAVE A TENDENCY TO RUSH AIRCRAFT AND THEREFORE COMPROMISE SAFETY
TAKE SURVEY OF WHAT AIRPORTS PILOTS THINK ARE UNSAFE- IE. AIRPORT X,AIRPORT X,AIRPORT X,AIRPORT X,AIRPORT X ALL THESE AIRPORTS NEED LONGER RUNWAYS PERIOD ALL UNSAFE- AN ANAYLASIS DONE OF SAFETY INCEDENTS AT ALL THESE AIRPORTS
NEED TO MONITOR LIMITED AIRSPACE- REDUCED VERTICLE SPACING
R SAID TO MANY SMALL JETS CLOGGING THE SKIES
ABOUT ATC REQUESTING HIGH APPROACH SPEED RESULTING IN UNSTABLIZED APPROACHES.
FATIGUE FACTORS FOR PILOTS
BACKSIDE OF THE CLOCK FLYING HAULING HAZARDOUS MATERIALS ESPECIALLY RADIOACTIVE NASA SLEEP STUDY THAT THEY DID NOT DISCLOSE ALL OF THE INFORMATION OFF THE NASA SLEEP STUDY
SIGNAGE ON THE GROUND EXTREMELY POOR,ALSO RAMP LIGHTING IS SOMETIMES VERY BLINDING PARTICULARLYIF THE RAMP IS WET
LANGUAGE PROBLEMS IN FOREIGN COUNTRY(MAJOR) PROBLEM
ATC OVER CONTROLS, A LOT OF TIME IS SPENT ON USING FUEL WHEN THEY CAN GO ON HOLDING POINTS DURING THUNDERSTORMS, THE PILOTS ARE CAPABLE OF HANDLING THE EQUIPMENT.
HAVE YOU EVER HAD TO LAND AT AN AIRPORT WITH NO AVAILABLE NAVIGATION AIDS
BAGGAGE SCREENING SHOULD BE INTENSIFIED AND DONE FOR EVERYONE
ATC HAVING US LAND ON RUNWAYS WITH TAILWINDS FOR NOISE ABATEMENT, ATC WHEN BUSY WILL HAVE US FLY AT A MUCH HIGHER AIRSPEED AND ALTITUDE THAN PLANE IS COMFORTABLE FLYING
FOLLOW T-CAS INSTRUCTIONS NOT ATC
CONTROLLER OVERLOAD, MUCH MORE FREQUENCY CHANGES BEING MADE, LACK OF REALLY VALID CURRENT WEATHER CONDITIONS, LAST MINUTE RUNWAY CHANGES
CREW FATIGUE,GROUND CONGESTION AT BUSY AIRPORTS
INTERNATIONAL COMMUNICATIONS, HF COMMUNICATION IF VERY POOR,
MORE SECURITY ON THE GROUND
TOO MANY AIRPLANES NOT ENOUGH AIRSPACE
ISSUES REGARDING OF TSA, RATE OF CHANGE OF INFORMATION-NO CHANGE IN JET CHARTS
AMBIGUOUS ATC INSTRUCTIONS
A T C WORKING MORE THAN ONE FREQUENCY
CENTER OF GRAVITY LIMITS, METHOD BY WHICH CARGO IS MEASURED IS SUSPECT, BAGGAGE WEIGHT ESTIMATES ARE VERY MUCH UNDER-ESTIMATED, EVEN SO, CENTER OF GRAVITY IS AT LIMIT, IF ACTUAL WEIGHTS WERE USED WOULD BE FAR ABOVE LIMIT, BUT ALL FAA-APPROVED, REST ABUS
NON DOUBLING RADIOS VHFCOMMUNICATION
THE QUESTIONABOUT TIME CRITICAL TRANSMISSION DUE TO CONGESTION. R SAID IN SOME CITIES REDUCE STAFF AT NIGHT ATC,CAN BE ABIG PROBLEM

D3A
LANDING APPROACH AREAS AT CERTAIN AIRPORTS, E.G. [AIRPORT X]
NEED TO GET TCAS ON CARGO AIRCRAFT WITHIN THE NEXT TWO YEARS. WILL HELP WITH TRAFFIC IN V.F.R. CONDITIONS
QUESTIONS ABOUT CONTROLLERS NEED BETTER EQUIPMENT, BETTER TOOLS TO USE, TOTAL DUTY TIME QUESTIONS, MORE DUTY REST (DO YOU COMMUTE ?)
ALL AIRCRAFT FLYING ON ROUTES BETWEEN LOCATION X AND THE MAINLAND, DEAD CENTER, NOT SAFE ON THESE AIRWAYS, SHOULD BE STAGGERED!
MORE Q'S RE CONGESTION
TCAS IS NOT REQIURED ON CARGO AIRCRAFT AND IT SHOULD BE. PILOT RECORDS IMPROVEMENT ACT IS AMBIGUOUS. RULES NEED TO BE MORE CLEARLY DEFINED.
AT AIRPORT X - PROBLEM IN HOLDING PATTERN, JAMMED PACKED W-PLANES GOING IN & OUT, RADAR SCOPES MIGHT HELP
OVER SATURATION OF LARGE AIRPORTS BY REGIONAL JET CARRIERS; ALSO PRIORITY GIVEN TO SMALLER AIRCRAFT SHOULD BE WEIGHTED AGAINST THAT OF LARGER AIRCRAFTS WHICH BURN MORE FUEL
REST REQUIREMENTS
FLIGHT AND DUTY TIME REGULATIONS
MAINLY GOING BACK TO THEWEATHER RELATED QUESTION: WITH THE ADVENT OF THE INTERNET WHERE IN YOU CAN GET REALTIME INFORMATION ,MY SON CAN GET INFO QUICKER ON THE INTERNET IN HIS ROOM THEN I CAN GET IN FLIGHT.A FASTER METHOD IS NEEDED, LIKE THE NOAH WEBSITE
ARE YOU MODIFYING YOUR FLIGHT PROFILE SINCE EVENT X IF SO ,HOW -MAX POWER TAKEOFF, FLYING STEEPER TAKE OFF --OR MAKING TURNS AFTER LANDING. IS THIS A PROBLEM FOR ACT OR OUT OF NORMAL THINGS TO
AIRCRAFT CHECK ON WITH ATC ON STANDBY -DON'T EVEN RESPOND DURING CHECK IN (NON RESPONDING DURING CHECK-IN FROM OTHER FREQUENCIES, ONE CONTROLLER ON MULTIPLE FREQUENCIES
MANY ?'S REQUIRE QUICK RECALECTION THAT MAYBE IMPOSSIBLE- MANY OF THE QUESTIONS REQUIRE A LEVEL OF HONESTY THAT A PILOT MIGHT NOT BE FORTHGIVING-R FEELS THAT TO BE ACCURATE SPECIFIC SAFETY ITEMS SHOULD BE ADDRESSED AND SPECIFIC SOLICITED FROM PILOT
LAND & HOLD SHORT IS A DANGEROUS PRACTICE & IT CAUSES RUNWAY INCURSIONS. THERE IS TOO MUCH FREQUENCY CONGESTION ON THE GROUND. THERE IS ALSO A LACK OF WEATHER DATA AVAILABLE.
LACK OF EXPERIENCE W-NEW CONTROLLERS,FREQ.CONGESTION IS HEAVY AT BUSY AIRPORTS,ATC WORKS MULTIPLE FREQ. AT THE SAME TIME & MAKES FOR CONFUSION IF TRYING TO HELP ME & SOMEONE ELSE AT THE SAME TM WHICH COMPROMISES SAFETY.
CONGESTION
IMPROPER WEIGHT MANIFEST
PROBLEMS WITH ATC KEEPING AIR CRAFT HIGH AND FORCING THEM INTO UNSTABALIZED APPROACHES AT MANY OF THE LARGE AIRPORTS
TRAFFIC CONGESTION IS TERRIBLE UP THERE AT SELECTED AIRPORTS
ATC FREQUENCY CONGESTION
CALL CONTROLLERS + THEY DON'T ANSWER OR CALL MORE THAN ONCE. FREQUENCY CHANGES ARE TOO MANY--IE AIRPORT X ALSO VECTORED OFF COURSE FOR TRAFFIC ALTITUDE CHANGES A PROBLEM
THE SEPARATION BETWEEN LANDING AND DEPARTURE TRAFFIC IS A PROBLEM.
ONE CONTROLLER MULTIPLE FREQUENCIES-A SAFETY PROBLEM WHEN ITS' AN APPROACH CONTROLLER AND THE TOWER CONTROLLER CALLING YOU AND GIVING YOU DIRECTIONS BEFORE YOU'VE STOPPED
THE OVERCROWDING
CONGESTION OF GROUND CONTROL FREQUENCY AT SOME AIRPORTS, E.G. [AIRPORT X]
ATC CONGESTION ON RADIO IS SO HIGH THAT IT TAKES 3 OR 4 CALLS TO GET A RESPONSE
CONGESTION IN THE AIRPORTS IN THE NORTHEAST

D3A
HAVE PROTECTION WHEN OPENING AND CLOSING THE COCKPIT. FEDERAL MARSHAL AS LONG AS THE COCKPIT IS OPEN. THIS HAPPENED ON A PLANE WITH TERRORIST. THE BOTTOM LINE IS PROTECT THE COCKPIT.
PROBLEMS W-ATC CONTROLLERS
WHEN FLYING A VISUAL APPROACH, ATC TELLS US TO HOLD AN EXCESSIVE SPEED TO A POINT TOO CLOSE TO THE RUNWAY. THIS IS HAPPENING TOO OFTEN NOW AND IT IS DANGEROUS.
NEED COMPREHENSIVE- COMPLETE APPROACH TO HANDLING IN-FLIGHT FIRES.
UNANSWERED COMMUNICATION WITH ATC PRIMARILY ON GROUND AT AIRPORT X
TOO MANY AIRPLANES NOT ENOUGH RUNWAYS
R J CONGESTION
FATIGUE RELATED INCIDENCES MORE WEATHER RELATED QUESTIONS
PILOT FATIGUE DUE TO LONG DUTY-DAYS; CONGESTION OF AIRWAVES AND AIRPORTS DUE TO OVER-SATURATION OF AIRSPACE GIVEN USE OF REGIONAL JETS-SMALLER AIRCRAFTS
GETTING TIME CRITICAL WEATHER WHILE EN ROUTE UPDATED WEATHER, RVR REPORTS
NASA NEEDS TO GIVE MORE ATTENTION TO PILOT FATIGUE AND SCHEDULING
GATE SECURITY AND BAG INSPECTION
FIX THE GROUND CREW PROBLEM.
INCREASING TRAFFIC AND CONGESTION ON THE GROUND AND IN THE AIRPORT AREA, [AIRPORT X] ESPECIALLY, TOO MANY PLANES CAUSES TOO MUCH CONGESTION W ATC PERSONNEL
R DIDNT HAVE TIME TO GO INTO THIS BUT PROBLEMS WITH TERMINAL AND ARRIVAL PROCEDURES
THE PRESSURE I'VE FELT IS DECREASING SPACEING IN THE TERMINAL AREA IN ORDER TO GET AS MANY TAKEOFFS AND LANDINGS AS POSSIBLE .
SECURITY FOR CARGO
A REST PERIOD FOR CREWMEMBERS INCLUDING DEAD HEAD; HOTEL TIME; DUTY TIME AND REQUIREMENT FOR FLYING AT NIGHT; REQ FOR PROPER REST FACILITY IN THE AIRPLANE; FAA RULES SHOULD BE THE SAME FOR BOTH SMALL AND LARGER COMPANIES;
FATIGUE ISSUES
R SAID BETTER COMMUNICATION WITH ATC MUST BE IMPROVED
AREA HE FINDS THE MOST PROBLEMS WITH IS GROUND COMMUNICATIONS, AIRBORNE COMMUNICATIONS, ALTITUDE CROSSING CALLS IS THERE A NEED FOR THEM. THIS ADDS TO CLUTTER ON THE RADIO.
CONTROLLER OPERATION - TWO FREQUENCIES AT SAME AIRPORT
SHOULD ASK ABOUT TCAS ADVISORIES TA AND RA 'S.
RUNWAY CONDITION REPORTS RECEIVED FROM CONTROL TOWERS TO A DEPARTING AIRPLANE PARTICULARLY IN WINTERTIME CONDITIONS
LOTS OF PROBLEMS BETWEEN HEAVY JETS AND SMALL COMMUTER JETS - THIS NEEDS TO BE ADDRESSED FOR SAFETY REASONS. WHEN TAKING OFF OR LANDING, 2 OR 3 JETS ARE EITHER BEHIND OR IN FRONT OF YOU ON ARRIVALS AND DEPARTURES. WEATHER FACTORS ARE ALSO INVOLVED .
AIRSPACE SEPARATION ON TAKE OFF AND LANDING- ESPECIALLY AIRPORT X-HIGH SATURATION
AIRCRAFT SEPARATION DURING VISUAL CONDITIONS TO CLOSELY SPACE PARALLEL RUNWAYS
VOLUME OF TRAFFIC, INCREASED VOLUME, DECREASED ATC STAFFING, ATC SEEMS HARRIED, MULTITUDE OF REGIONAL JETS
PRM APPROACHES AND CREW REST.
FLYING BY THE BOOK -SIMULATOR TRAINING NOTHING LIKE REALITY. EXAMPLE - NEW 1ST OFFICER NEEDED TO DEFEND HIS RIGHT TO GET COMFORTABLE WHILE SLOWLY LETTING HIM LEARN REALITY
DUAL FREQUENCY - MONITORING 2 OR 3 FREQUENCY AT THE SAME TIME. FIND THAT DISCONCERTING AT TIMES. SECURITY AT AIRPORTS IN REFERENCE TO THE FLIGHT CREW GET TREATED AS A CRIMINALS.
COMMUNICATION AS FAR AS SPEAKING IE IN A RAPID RATE AND TOO MUCH INFORMATION PER TRANSMISSION

D3A
PRM APPROACHES SHOULD BE USED MORE OFTEN; MORE RUNWAYS ARE NEEDED
FLIGHT CREWS DO NOT FEEL SAFE WITH THE CURRENT GROUND SECURITY THAT IS IN PLACE AT THE PRESENT
CREW FATIGUE
ADDITIONAL TRAFFIC CONFLICTS
AIR TRAFFIC HEAVY IN LOCATION X
BULLET PROOF COCKPIT DOORS, & ARMED CAPTAIN WITH RELATION TO THE RECENT EVENTS.
ATC IS COMPROMISING SAFETY BY REROUTING FOR WEATHER THAT DOES NOT EXIST AT THAT TIME WHICH WILL CUT IN TO FUEL RESERVES
PASSENGER BEHAVIOR ON THE GROUND PRIOR TO TAKEOFF, FATIGUE
SECURITY OF JUMPSTEATING PASSENGERS, DOOR SECURITY AND RAMP AND PERSONNEL
DO CONTROLLERS ASK AIRCRAFT TO KEEP HIGH SPEED ON FINAL TOO CLOSE IN?
UNEXPECTED TURBULANCE THAT IS NOT FORECASTED AND NOT RECORDED2)R SAY HE IS CONCERNED WITH MAINTAINANCE DUE TO THE CONTRACTING OUT AND ARE THEY FOLLOWING THESTANDARDS
SECURITY AT AIRPORT SO CREWMEMBERS CAN GET TO AIRPLANE, CREWMEMBERS SHOULD NOT HAVE TO GO THROUGH SECURITY WITH THE PASSENGERSSHOULD HAVE A UNIVERSAL I
GROUND CONTROLS AT HEAVY CONGESTED AIRPORTS GIVE INSTRUCTIONS IN RAPID FIRE MANNER, NEEDS TO SLOW DOWN
EXPAND TIME FRAME - NEED MORE THAN 60 DAYS TIME LIMIT
AIRPORT MARKINGS AND AIRSPACE MANAGEMENT
TRAFFIC CONGESTION
R SAID ATC IS REROOTING DUE TO WEATHER . THEY HAVE NO REGARD TO AIRLINE PLANS. THEY CALL THIS A GAME PLAN AND THERE IS NO NEGOTIATION. MANY PILIOTS HAVE REPORTED THIS TO ATHORORITIES.
GENERAL AVIATION TEMPORARY TSA - DUE SECURITY
EN ROUTE COMMUNICATIONS - ESPECIALLY SINCE X IT HAS BEEN EASIER TO FLY OUT OF RANGE, FROM ONE SECTOR TO ANOTHER
ATC CONTINUING TO PROVIDE INSTRUCTION UPON ROLLOUT
CREW REST FACILITIES PUTTING THEM IN HOTELS THAT ALLOW THEM TO GET REST BEFORE THE FLIGHTS WHILE THEY ARE ON THE ROAD.
EMOTIONAL EFFECT THAT NEW REQUIREMENTS ARE HAVING ON CREW. SCREENING PROCESS IS OVERBOARD. I DON'T COME HOME HAPPY SOMETIMES.
OVER CROWEDED SKYS IN THE NE AND PARTIAL CLEARANCES OUT OF [AIRPORT X]
EXPANDING THE TIME FRAME FROM THE LAST 60 DAYS.
TOO MANY AIRPLANES NOT ENOUGH AIR SPACE
COCKPIT SECURITY DOOR, RELYING ON AIRLINES TO PAY FOR SECURITY SITUATIONS IN THAT CONTENT WON'T BE BEST SAFETY SOLUTIONS, NEED BATHROOM, GALLEY IN BETWEEN COCKPIT, SECURITY ITEMS ARE MAKING MORE PAPER WORK, THE HASSLE OF GETTING TO AND FROM WORK FOR CREW
R SAID DONT JUST ASK QUESTIONS WITH YES OR NO . PROBE MORE @FATIQUE
HYDRAULIC FAILURES, LANDING WITH HIGHER TAILWINDS AND BIG CROSSWINDS AT MAJOR LIMITS
UNDERSTANDING FOREIGN ACCENT AT AIRPORTS OUTSIDE THE US, FEELS CONTROLLER BECOME IRRITABLE, THIS SHOULD BE ADDRESSED
ALLOW PILOTS TO FLY DEPARTURE PROCEDURES AS PUBLISHED; DATA LINKS FOR RELIEF OF FREQUENCY CONGESTION.
;ALSO HAVING TO KEEP SPEED UP TOO FAST AT CERTAIN AIRPORTS
PILOT FATIGE AND FLYING LATE HOURS
MULTIPLE FREQUENCIES USED BY A.T.C. APPROACH CONTROLL OR POWER CONTROL
ATC OVERLOAD IN HIGH VOLUME TRAFFIC AREAS

D3A
SECURITY - NEED NATIONAL ID FOR PILOTS OR A SWIPE CARD. INADEQUATE SECURITY.
A.T.C. IS ISSUING A LOT OF CLEARANCES TO CLIMB TO A SPECIFIC ALTITUDE WITHIN A SPECIFIED AMOUNT OF
AIRPORTS PILOTS DISLIKE BECAUSE OF THE WAY THEY DO THINGS, VERY POORLY RUN, IDIOSYNCRASIES
HEAVY VOLUME OF TRAFFIC AND RADIO TRANSMISSIONS ARE SERIOUS SAFETY ISSUES.
CARGO PILOTS FIND THAT AT NIGHT ATC IS CUT BACK TO 1PERSON WHICH MAKES FOR SUER SATURATION OF PIOLT REQUESTS FOR CLEARNACE, ETC. THIS IS AN ACCIDENT WAITING TO HAPPEN; ON THE EAST COAST, COMMUNICATIONS IS REDUCED DUE TO 1CONTROLLER OPER MULTI FREQ,
AIRPORT LIGHTING NOT THE QUALITY IT SHOULD BE
QUALITY OF TRANSMISSIONS IN STANDARD TRANSMISSIONS
ONE CONTROLLER TRYING TO HANDLE TOO MANY AIRPLANES AT ONCE, & RESULTING OF CONGESTED RADIO FREQUENCY
ALLOWING ARMED PASSENGERS ON PLANES
T-CAS RESOLUTION BEYOND 500FT
ATC CONGESTION
CONTROLLERS NEED MORE TRAINING AND IN THEIR KNOWLEDGE OF AIRCRAFT PERFORMANCE EXPECTATIONS. NO RUNWAY CHANGES INSIDE FAF IN IMC CONDITIONS.
PILOT FATIGUE
NAPPING IN THE COCKPIT.
CONTROLLERS OFTEN SPEAK TOO QUICKLY, ESPECIALLY WHEN BUSY. THIS REQUIRES TOO MANY "PLEASE REPEAT" REQUESTS BY THE PILOT.
EEOC STUFF HIRING POLICIES, QUESTIONS ABOUT UNQUALIFIED PILOTS AND LOWERED STANDARDS
FATIGUE -CREW DUTY DAYS WITH MULTIPLE LEGS
OVERCROWDING OF AIRPORTS ---THE RJS
TERMINAL COMMUNICATION CONGESTION,TRANSITION ACROSS ACTIVRE RUNWAYS AFTER LANDING IN A DUAL RUNWAY SITUATION
MODERATE TURBULANCE
THE JEP APPROACHES THAT WE GET SEMI-WEEKLY;WE TK OFF ON THE 17TH FOR LOCATION X-ALL DATA WAS FOR THE 17TH BUT WE GOT THERE ON THE 18TH AND THE DATA WAS WRONG;NEED BETTER SOFTWARE DATA
ATC SATURATION IN TERMINAL AREAS
REST PERIODS NEED TO BE EXTENDED, ALSO FLIGHT TIME NEEDS TO BE LOOKED INTO
RADIO COMMUNICATION CONGESTION IS THE WORST EVER
SOMETIMES GROUND FREQUENCIES ARE CONGESTED AND COMMUNICATIONS CANNOT BE MADE IN A TIMELY MANNER
ASK WAS THERE EVER A TIME WHEN FATIGUE HAD AN EFFECT ON YOUR PERFORMANCE
WAS FORMER AIR CARRIER X WERE ALL IN LOCATION X ALL FLIGHT NBRS ARE SMALL, SMALL GROUP , NBRS ARE SAME AS FREQUENCY AND TRANSPONDER NUMBERS
HOLDING SHORT OF RUNWAY AND WHAT FREQUENCY TO BE ON
SCHEDULING AND FATGUE. TOO MANY FLIGHT HOURS.
SAFETY ISSUES CONCERNING COMMUNICATIONS AND WEATHER CONDITIONS, USING HF OVERSEAS, TOO MUCH ATC CHATTER
BIGGEST CONCERN IS TERRIORISTS SECURITY
DIFFERENCE BETWEEN 2 MAN OR 3 MAN CREW
PROPER CREW TRAINING-INSTRUCTIONS, INTIAL OPERATIONAL TRAININGG
MULTIPLE CHANGES IN 1 CLEARANCE IS A CONSISTANT PROBLEM
CREW FATIGUE

D3A
WHEN ASKING ABOUT GROUND INCURSION INCIDENTS ASK PILOTS TO RATE THEIR CONTINENCE IN TAXIWAY LOCATION, LIGHT ELIMINATION,AND SIGN LOCATION.
FLOW CONTROL AND SLOW DOWNS THAT ARE DONE BEFORE AIRPORT ARRIVALS.
ATC NEEDS TO DO BETTER FOLLLOW UPS ON RA'S TO AVOID MIDAIR COLLISIONS
ASKING ALTITUDE EXCURSIONS HOW THEY HAPPEN AND HOW THEY CAN BE AVOIDED CPDLC SHOULDN'T BE GIVEN CONDITIONAL CLEARANCES THE MESSAGE FROM ATC YOU LOSE YOUR CLERANCE THROUGH MISUNDERSTANDING. UNDER CPDLC WHEN THEY SEE US ACCEPT THEY BELIEVE WE UNDERSTAND
ATC COMMUNICATIONS AT LARGE AIRPORTS WITH VERY CLOSE SEPERATION AND HIGH RECEIVAL RATES, WITH ATC CONTROLLING A LOT OF PLANES THEY TRY TO GIVE TO MANY COMMUNICATIONS AT ONE TIME IT IS VERY CONFUSING, THEY REALLY PUSH THE LIMIT, WERE TALKING BIG AIRPORTS
CONTROLLER-PILOT HEAR BACK PROBLEMS. PROBLEMS RELATING TO GROUND CONTROL FREQUENCY
WHEN FLYING INTO HUBS AND CROSSING RESTRICTIONS ARE IN PLACE, WHILE THERE ARE OTHER CREW DUTIES HAPPENING CONCURRENTLY, THERE ARE SITUATIONS WHERE PILOTS ARE NOT MONITORING EACH OTHER AND THIS CAN BE DANGEROUS IN HEAVY TRAFFIC.
ATC GIVING AN AMBIGUOUS CLEARANCE NOW CREATING INCREASED CONGESTION IN VERY BUSY AREAS.
FREQUENCY CONJESTION FOR ROUTINE COMMUNIATIONS BETWEEN ACT & PILOTS; MAKE THE ROUTINE EASIER
FREQUENCY CONGESTION ISSUES, SECURITY AND CREW MEMBERS
LANGUAGE BARRIERS AMONG ATC-
WHY DOES THE FAA REFUSE TO MANDATE TCAS ON ALL LARGE JET AIRCRAFT OPERATING IN THE U.S.? WHY HAS THE FAA FAILED TO INFORCE EXISTING FLIGHT AND DUTY TIME LIMITS?
TOO MANY CRAFT IN LIMITED SPACE-MAKE US DESEND TOO EARLY--LOSE FUEL EFFICIENCY.
TRAFFIC CONGESTION, VISIBILTY ISSUES AT AIRPORTS IN MARGINAL WEATHER CONDITIONS BY ATC
TRAFFIC CONGESTION AT HUB AIRPORTS, CREW FATIGUE
ALL AIRPORTS SHOULD HAVE AN OPERATING CONTROL FOR COMMERCIAL FLIGHTS, SHOULD HAVE ILSE DME INSTALLED AT ALL AIRPORTS WITH COMMERCIAL JETS
AUTOMATION CAN CAUSE DISTRACTIONS BECAUSE TOO MANYT PILOTS GET CAUGHT UP IN THE TECHNOLOGY INSTEAD OF FLYING THE PLANE
ATC ASKS YOU IF YOU HAVE A PLANE IN VISUAL SIGHT AND THEN CLEAR YOU FOR A VISUAL RELEASING THEM FROM ALL RESPONSIBILITY
CHANGING OF CLEARANCE AS REGARD TO FMS AIRCRAFT. AIRPORT X IS REALLY BAD ABOUT THAT. REQUEST SPEEDS THAT ARE NOT CONDUCE, CAN NOT BRIEF AIRCREW BECAUSE IT IS SO FAST
INCREASING RELIANCE ON AUTOMATION AT THE EXPENSE OF BASIC FLYING SKILLS
TRAFFIC COLLISSION AVOIDENCE SYSTEM COMMAND AND PILOT ACTION
PILOT FATIQUE.
THE GIVEN # OF AIRPLANES IN THE GIVEN SPACE AND TIME; LIMITED # OF CONTROLLERS VERSUS TOO MANY AIRPLANES
MORE EMPHASIS NEEDS TO BE PLACED ON CLEARANCE DEVIATIONS FOR THUNDERSTORMS AVOIDANCE
FATIGUE-CREW REST 8 HRS NEEDS TO BE BETTER DEFINED -WHEN MEMBER ACTUALLY IN REST-GETTING TO REST FACILITY --14+16 DUTY DAYS IS EXCESSIVE. FAR SHOULD REVISE THAT. A 12 HOUR DAY IS HARD. NASA HAS DONE SLEEP STUDIES. FAA HAS TO FIX THIS. SWITCH FROM DAY
RSVP--ASK ME IN ABOUT FEBRUARY--WAY TOO CLOSE
AIRCRAFT CONGESTION IN NATIONAL AIRSPACE SYSTEM AND NAT TRACKS, USING OUT MODED HF COMMUNICATIONS TRYING TO SEQUENCE REGIONAL AND SLOWER MOVING TRAFFIC WITH LARGER, FASTER AIRCRAFT, TOTAL CONGESTION AT PEAK PERIODS AT GROUND CONTROL AT MAJOR AIRPORTS,
GROUND EQUIPMENT INTERACTING WITH AIRCRAFTS

D3A
FRUSTRATION WITH NE AIRPORTS AND LAX IS CHANGED-RUNWAY AND ARRIVAL APPROACH- TOO MANY PLANES--A HAZZARD. IF THEY SET YOU UP THEY SHOULD HOLD IT
HOW MAY TIMES HAS A CONTROL TOWER CLEARED YOU FOR TAKEOFF ON THE WRONG RUNWAY
AIRLINE MERGERS AND DIFFICULTIES WITH SAME.
SHORT APPROACHES
SHOULD THERE BE OR HAS THERE EVER BEEN A DETERMINATION OF THE MAXIUM NUMBER OF DISABLED PEOPLE ALLOWED ON A AIRCRAFT. IF WE HAVE A HIGH NUMBER OF THEM, HOW ARE BE EXPECTED TO EVACUATE THEM.
SIMILAR CALL SIGNS HAVE PILOTS RESPONDING TO WRONG CALL; RADIO CONGESTION
SECURITY MEASURES TAKEN FOR AIRCREW-SOME OF IT IS A SHOW FOR THE PUBLIC, SOME CITIES ARE WORSE ABOUT IT-IT IS DEFINITELY A STRESSOR FOR COCKPIT CREWS
QUESTIONS REGARDING NOISE ABATEMENT PROCEDURES THAT REQUIRE PILOTS TO COMPROMISE SAFETY..WOULD LIKE TO SEE SPECIFIC QUESTIONS IN THAT SAFETY MARGINS ARE BEING DIMENISHED THAT MAKE PILOTS UNCOMFORTABLE ESP. [AIRPORT X]
CONGESTED AIRSPACE AT AIRPORTS, OR FREQUENCY CONGESTION, THERE IS PROBABLY TOO MANY AIRPLANES TO LAND ON TOO FEW RUNWAYS, IT CREATES EXCESSIVE FREQUENCY CONGESTION.
AIRPORTS WITH TOWERS SHOULD HAVE LIGHT CONTROL BARS FOR SAFETY
DISCUSSING MISS READ BACK ON CLEARANCE READ BACK
RUNWAY LIGHTS AT NIGHT
NO BLOCKING RADIOS
LENGTH OF DUTY DAY AND HOW TRY PILOTS ARE WHEN FLYING- PILOT FATIGUE
GENERAL TRAFFIC FLOW, CONGESTION, DECREASING CONGESTION
SAK ?"S ABOUT OPERATIONS CONDUCTED NEAR THUNDERSTORMS
PROBLEM BEING ASSIGNED VISUALS AND KEEP SPEED UP IN [AIRPORT X] PROBLEMS WITH PASSING OTHER AIRCRAFT ON APPROACH
FREQUENCY CONGESTION MAJOR PROBLEM, TOWERS AND GROUND CONTROL STAFFING NOT ADEQUATE AT
SOME AIRPORTS DO TAKE-OFFS AND LANDINGS ON THE SAME RUNWAYS WHICH COULD CAUSE A HAZARD
CARGO SECURITY
WE'RE USING X YR OLD TECHNOLOGY WITH REGARD TO COMMUNICATION-IT'S TIME TO UPDATE
SCHEDULING- DUTY LIMITS + INTERPRETATIONS OF LIMITS--INTERNATIONAL DUTY LIMITS. INTERMINAL AREA NEED SPEED CONTROL.
TRYING TO NAVIGATE NDB ROUTES IN TODAY'S AIRSPACE--IT'S A VERY INADEQUATE WAY TO OPERATE
UNNECESSARY REQUEST FROM A T C ON LANDING ROLL
RAISE THE MADITORY RETIREMENT AGE TO 63-65
FATIGUE ISSUES, CREW DUTY TIME
LAND AND HOLD SHORT OPERATIONS WHICH RESULT IN A HIGHER CAPACITY OF TRAFFIC HANDLED
ATC VECTORING TO THE RUNWAY AT A HIGH ALTITUDE, GIVEN A CLEARANCE FOR A VISUAL APPROACH RUSULTING IN UNSTABLIZED APLPROACH AT 500 OR 1000 FEET AGL ATC CLEQRANCE TO FLY NON NORMAL AIRSPEEDS WITHIN TCA- CLASSB AIRSPACE IE GREATER THAN 250 KNOTS ON DEPA
CARGO AIRCRAFTS NOT REQUIRED TO MEET TCAS AND OTHER EQUIPMENT REQUIRED OF PASSENGER AIRCRAFTS
EXPLORING MORE VERBAL COMMUNICATIONS WITH ATC
NITE CONTROLLER ONLYONE TALKING ON TOO MANY FREQUENCY AT ONE TIME
APROACH CONTROLLER OVER-LOAD-AIRPORT CONGESTION
PASSENGER CONDUCT OR HEALTH PROBLEMS
AT AIRPORT X THERE IS NON STANDARD TERMINOLOGY USED -- ON TAKEOFF TOWER IS ON ALL FREQUENCIES-ESPECIALLY AT NIGHT COULD NOT GET THRU--IT MAY BE A BUDGETARY THING BUT IT IS STILL A SAFETY ISSUE. AT NIGHT BOI ONCE I COULD NOT TALK TO TOWER ON SHORT APPROACH-ALM

D3A
IMPLEMENTATION OF GUNS IN THE COCKPIT ,
FAA NEEDS TO WORK ON AREAS SAFETY, NOT JUST NASA. PARTICULARLY SECURITY FOR GROUND CREW EMPLOYEES NOT JUST PILOTS .
UNREQ CLEARANCES ASK FOR S-TURN. INCLUDE "OTHER MANEUVERS" IN QUESTION FOR UNREQ CLEARANCE CHANGES
TOWER CONTROLLER ISSUES PREMATURE TAXI INSTRUCTIONS DURING LANDING ROLLOUT - DONE A LOT AT AIRPORT X, MUCH DISTRACTION FOR BOTH PILOT AND COPILOT
ATC WORKLOAD
QUESTION ABOUT CONDUCTING LONG RANGE AUTOMATION WHEN FMC IS INCAPACITATED
OVERALL CONGESTION OF THE TERMINAL AREAS AT THE BUSIEST AIRPORTS
ARE THERE PARTICULAR AIRPORTS WHERE ATC HAS TOO HEAVY TRAFFIC VOLUME THAN COMPROMISES COMMUNICATION
ASK A SPECIFIC QUESTION: HAVE YOU HAD A RUNWAY INCURSION
EXPERIENCE LEVEL OF PILOTS
V-1 SPEED-IS NOT DEFINED VERY WELL R DOESN'T BELIEVE V1 IS WORKABLE THE WAY IT IS WRITTEN IN THE RULES, NO RUNWAY CORRECTIONS FOR TAKEOFF - AT AIR CARRIER X, JETLINES OPERATING AT AIRPORTS THAT DO NOT MEET FAR PART X AND ADVISORY CIRCULAR X
LANDING HOLD SHORT OPERATION-
CLEARANCES AT NON RADAR ENVIRONMENTS
COMMUNICATION JAMMING; ATC REPEATING SAME INSTRUCTIONS 3-4 DIFFERENT TIMES, FAILING TO KEEP COMMUNICATION TO A MINIMUM; THIS IS UNIQUE TO THE [AIRPORT X] CONTROL AREA.
ANY LAST MINUTE FULL ROUTE CHANGES PUSHING BACK FROM THE GATE.
I HAVE AN ELECTRIC AIRPLANE AND SOMETIMES IT HAS A MIND OF ITS OWN. DO A SURVEY ABOUT ELECTRIC AIRPLANES.
SLOW IMPLEMENTATION OF COMPONENT X IN NAVIGATION, ATC SHOULD KNOW FREQUENCY TO CALL ON, MECHANICAL VOICES ON ATIS DIFFICULT TO UNDERSTAND
THERE SHOULD BE REQUIREMENT FOR ATC TO REPORT ANY TURBULENCE
FATIGUE
VISUAL APPROACHES, PARTICULARLY WHERE NO CONTROL TOWER
FAR TIME LIMITS REGARDING 2 MAN VERSUS 3 MAN CREWS FOR FLIGHTS WITH RELIEF PILOTS- [AIRPORT X] TO [AIRPORT X] + AT LOWER ALTITUDES
TCAS WARNINGS IN THE TRAFFIC PATTERN
BACK SIDE OF THE CLOCK FLYING FOR INTERNATIONAL PILOTS, STRESS INDUCED SECURITY ISSUES
CREW FATIGUE, FREQUENCY CONGESTION, AIRPORT X AND MISSED FREQUENCIES, ATC IS OVERLOADED
PILOT SAYS HE WOULD LIKE TO SEE MORE MEL-CDL TYPE ITEMS AND MAINTANANCE INTERFACE REASONING LINES OF QUESTIONING
CREW FATIGUE
TIME FOR PILOTS ON CALL
CONCERNS ABOUT PRM APPROACHES
OUTSIDE OF US AIRSPACE THERE'S A LANGUAGE BARRIER BECAUSE OF LIMITED ABILITY TO SPEAK ENGLISH (AVIATION LANGO IN ENGLISH IS VERY LIMITED
PILOT FATIGUE-WORK DAYS TOO LONG
AIRPORT SECURITY- NEED TO STOP TREATING CREWMEMBERS AS POTENTIAL THREATS, NEED TO FOCUS MORE ON PASSENGERS, EXCLUDING THE ELDERLY AND YOUNG CHILDREN

D3A
CREW FATIGUE IS A BIG ISSUE; MORE ABOUT THE ATC SYSTEM AND COMMUNICATIONS, E.G., READ BACK AND HEAR BACK, FREQ CONGESTION; STANDARDIZED TERMINOLOGY THROUGHOUT THE WORLD IS A BIG PROBLEM, ESP IN THE U>S.
REVIEW THE [LOCATION X] ,ITS VERY UNSAFE
FREQUENCY CONGESTION IS A BIG PROBLEM
TSA
FLYING THE BACKSIDE OF THE CLOCK. ALL NIGHT TRIPS TO LOCATION X, 12-13 HOURS OFF DURING THE DAY AND THEN ANOTHER ALL NIGHT TRIP BACK HOME. YOU HAVE TROUBLE SLEEPING DURING THE DAY AND THEN HAVE ANOTHER ALL NIGHTER HOME. IT IS TOUGH!
MAINTAIN VISUAL VIGILENC OUT SIDE COCKPIT WITHIN 10000 FEET ABOVE GROUND .TOO MANY RELYING ON INSTRUMENTS.
TECHNOLOGY EFFECTINHG WORKLOAD
SECURITY-NOT ENOUGH PAID TO PASSENGER SCREENING
LOCATION X AIRSPACE LANGUAGE BARRIER, PHRASEOLOGY IS DIFFERENT,
RADAR SUMMARIES & DEPICTIONS ARE OFTEN DELAYED. WHEN ATC TALKS ON MULT FREQ'S, SOMETIMES CAN'T GET A WORD IN EDGEWISE.
YOU NEED TO GO INTO THE MAINTENANCE ASPECT OF AIRCRAFT
INEXPERIENCED PILOTS ON SMALL JETS
DUTY TIME AND FATIGUE
TRAFFIC SATURATION AT SLOT CONTROLLED AIRPORTS
WOULD LIKE A STUDY ON CREW REST, OPERATIONS IN MARGINAL WINTER WEATHER CONDITIONS
ATC TALKING ON MULTIPLE FREQUENCIES IS A PROBLEM
CONGESTION IN BUSY AIRPORTS
I THINK WE NEED TO DO MORE RESEARCH REGARDING CRM--WE HAVE TO PUT MORE "ENERGY" ON CRM
WE ARE ADDING TO MANY AIRCRAFTS TO TOO LITTLE SPACE AND CONGESTION IS A BIG PROBLEM, AND AIR SPEED RESTRICITIONS ARE BEGINNING TO KILL US
AS PILOTS GET OLDER THEIR PHYSICAL REACTIONS DECEREASE THEIR HEARING AND SIGHT ARE VERY FUNDAMENTAL TO THE JOB AND THIER SKILL LEVEL DECREASE AS THEY GET OLDER, AND ROUTINELY BECOMES A
AIR SPACE CONGESTION
TO MANY SMALL JETS AT THE UPPER ALTITUDE
CREW FATIGUE, DUTY TIME AND REST TIMES,
I WOULD LIKE IT CHANGED TO WHERE WITH APPROACH CONTROL THE PILOT WILL AUTOMATICALLY TO TOWER AT THE OUTER MARKER- APPROACH CONTROL GETS SO BUSY THAT YOU LAND WITHOUT A CLEARANCE... DO NOT LIKE IT AT NIGHT WHEN CLEARED BUT HELD ON A RUNWAY- TOO MUCH TRAFFI
FATIGUE
OFFPEAK SINGLE CONTROLLER HANDLING MORE THAN ONE AREA OF ARRIVAL AND DEPARTURE ACTIVITY-
PILOT FATIGUE-DUTYDAYSLONGER THAN 16 HOURS INTERNATIONAL OR DOMESTIC
[AIRPORT X] PRESENTS LESS THAN DESIREABLE AIESPACE DUE TO CONGESTION
VERY GOOD QUESTIONS
LACK OF TRAINING
SEVERE WEATHER CLOSENESS TO COMPLY WITH ATC REQUIREMENT TO STAY AWAY FROM MILITARY AIRSPACE
FMS AND FMC ARE A NECESSITY MORE USER FRIENDLY
CLEARANCE DELIVERY
CREW FATIGUE
ENROUTE ARTCC SHUT DOWN CREATES GAPS IN INFORMATION PROVIDED TO PILOTS

D3A
HARASSMENT OF FLIGHT CREWMEMBERS THROUGH INSPECTIONS, SECURITY CHECKS HAVE REALLY DESTROYED CONFIDENCE OF CREWMEMBERS AND CONTRIBUTE ONLY TO STRESS AND NOT SECURITY
CAPACITY AND CONGESTION
THE FUNDS SET ASIDE FOR AVIATION ARE NOT BEING SPENT ACCURATELY.
COMMUNICATION FREQUENCY IS TOUGH WHILE CROSSING OVER THE ATLANTIC
IF THEY CAN GET REAL TIME WEATHER MAPS IN THE COCKPIT
PASSENGER NISCONDUCT AND NOT FOLLOWING INSTRUCTIONS ESPECIALLY ON LANDINGS
ACCESS OF FLIGHT CREW TO CLEAR SECURITY
THE NATIONAL WEATHER RADAR SHOULD BE AVAILABLE SOMETIMES TO THE PILOTS
FREQUENCY CONGESTION WITH ATC
DIDN'T ASK ABOUT NASA REPORT FILING,ALTITUDE DEVIATIONS ARE SUBJECTIVE
ETOPS, LAHSO, LACK OF 360-DEGREE REFERENCE IN FRONT OF THE PILOT, SLAM DUNK APPROACHES (THERE ARE TOO MANY), TRAFFIC CONTROL MULTIPLE RUNWAYS. INSTRUMENTATION ENGINEERS ARE MORE FAMILIAR WITH DIGITAL COCKPIT, TRAFFIC CONTROL
DUTY DAY AND CREW REST
R FELT THERE SHOULD BE MORE SAFETY AT THE TERMINAL AREAS.
AIR TRAFFIC CONTROL=PILOT COMMUNICATIONS.
DUTY TIME AT FATIQUE (LIMITING LESS THAN 16 HOURS- MAXIMUM 14 HOURS). MAINTENANCE PROBLEMS.
THERE ARE LIMITED CONTROLLER STAFF AT NIGHT. THERE IS ALSO TOO MUCH HAPPENING ON THE SAME FREQUENCIES AT THE SAME TIME.
COST CUTTING AT AIRLINES HAVE AFFECTED SAFETY BY REDUCTION OF FUEL RESERVES & REDUCED LENGTH OF TRAINING
HAVE YOU EVER HAD TO GO AROUND BECAUSE OF AN AIRCRAFT THAT WAS ON THE RUNWAY LEGALLY?
COMMUNICATION WITH ATC
R SAID THERE SHOULD HAVE QUEST. ABOUT CREW DUTY.
HOW MANY TIMES HAVE WORKED A TRIP THAT OPERATED DURING THE DAY, FOLLOWED BY A TRIP THAT OPERATED AT NIGHT
GROUND ACTIVITIES, CONGESTION PROBLEMS AND GROUND OPERATIONS, MANAGEMENT OF AIRPLANES ON SAME FREQUENCIES, TAXI CONGESTION
AYTIS INFORMATION NOT ACCURATE WHEN RECEIVED. ATC SHOULD PASS ALONG WEATHER BRIEFINGS IN A TIMELY MANOR.
PEOPLE ARE ASKED TO DO MORE; A LOT OF STRESS; NOT ENOUGH REST; MORE CONCERN WITH BOTTOM LINE;
PILOT FATIGUE
SECURITY NEEDS TO BE ADDRESSED, FLIGHT CONTROL ANOMALIES ON THE AIRCRAFT TYPE X
PRM APPROACH-DESCENDING BREAKOUT
LOCATION X CONTROLLER TYPE ISSUES, COMMUNICATIONS ISSUES AMONGST ATC CONTROLLERS, LANGUAGE BARRIERS, TEACH AIRCREWS TO SPEAK PROPER ENGLIS, STRESS LEVEL ON ARRIVAL AT AIRPORTS H
PROBLEMS WITH APPROACH CONTROL IN [LOCATION X] RADIO PROBLEMS WITH [LOCATION X]
COCKPIT DOOR SECURITY - MAKE SURE FLIGHT ATTENDANTS ARE AWARE OF PROCEDURES FOR ENTERING & EXITING THE COCKPIT DURING FLIGHT
GPS SYSTEM AT SOME AIRPORTS--GIVES VERTICAL + LATERAL BUT NOT AS ACCURATE AS ILS. BUT THEY HAVE SOME GIZMO AT SOME AIRPORTS--WASS I THINK LIKE TO SEE THAT AT AIRPORTS
MOST CONFUSION ON GROUND, SHOULD BE EASIER WAY TO MARK TAXIWAYS TO PREVENT RUNWAY INCURSIONS, NOTAMS WRITTEN IN STENOGRAPHIC FORMAT, RATHER THAN IN PLAIN ENGLISH
IN ROUTE AIR TRAFFIC COMMUNICATION CONTROLLERS ARE NOT ON THE FREQUENCIES BECAUSE THEY ARE ON A LAND LINE. MUST CALL TWO OR THREE TIMES BEFORE I GET A RESPONSE

D3A
CONGESTION OF COMMUNICATION BOTH IN TERMINAL AREA AND ENROUTE-LONG RANGE COMMUNICATION ON HF IS VERY ANTIQUATED
RESTRAINING PASSENGER WITH FLEXCUFFS
ILS NEEDED FOR EVERY LANDING RUNWAY; DME NEEDED AT EVERY MAJOR AIRPORT; ALSO VASI FOR EVERY AIRPORT. ALSO POTENTIAL SAFETY HAZARD IS THAT MOST PILOTS LACK TRAINING IN MANUAL OPERATION-FLYING OF AIRCRAFT WITH OVER DEPENDENCE ON COMPUTERS IN NEWER AIRCRAFT
DEPARTURE THAT WERE CANCELLED, FLIGHTS THAT WERE NOT INITIATE
REST REQUIREMENTS
LAHSO, MIX OF [AIRCRAFT TYPE X] PLUS AIRCRAFT AND [AIRCRAFT TYPE X] AND [AIRCRAFT TYPE X]
CONGESTION
INCLUDE CREW FATIGUE QUESTION EFFECTING CREW PERFORANCE FACTORS
AIRPORT X ESOUNDING CALL SIGNS P THINKS IS A SAFTEY ISSUE
FLEXIBILITY TO ACCOMMODATE CONGESTION AND CONDITION FACTORS, ADDRESS MORE CONGESTION ISSUES, INTERNATIONAL LANGUAGE DIFFICULTIES AND OPERATIONAL DIFFERENCES
LEGAL FOR COMPANY TO DIVERT YOU BUT HOW MUCH ARE WE FOLLOWING SAFETY IF WE DOING THAT--SUPPOSE A NEW AIRPORT WE'VE NEVER BEEN TO
SATURATION--TOO MANY PLANES [AIRPORT X], [AIRPORT X], [AIRPORT X], [AIRPORT X]
CONGESTION IN AIR
AIRSPACE CONGESTION, ESPECIALLY AT AIRPORT X
CREW REST REQUIREMENTS
GROUND MOVEMENT AT CROWDED AIRPORTS. SIGNAGE A PROBLEM. ATC IS GOOD IN US TRAINING AND PROFESSIONALISM IN FOREIGN PORTS ARE HORRIBLE
THE COCKPIT EXCESS TO WEATHER GRAPHICS SHOULD BE REQUIRED
PILOT FATIGUE IN LONG HAUL FLYING, SLEEP DEPRIVATION, GETTING REAL TIME RADAR ON A WIDE GEOGRAPHICAL BASIS,
LENGTH OF DUTY DAY IS A PROBLEM-FATIGUE FACTOR IS A BIG ISSUE
SOMETIMES CONFUSING AND SUDDEN ALTITUDE RESTRICTIONS ON DEPARTURES DURING A CRITICAL PHASE OF FLIGHT
PRN APROCHES ARE NOT SAFE
LASO, EXPAND ATC QS-RUNNING 2-3 SIMULTANEOUSLY. NIGHT TIME DIFFER FROM DAY IN TERMS OF STAFFING. ALSO CREW REST
A.T.C RADIO CONGESTION IS BECOMING AN ISSUE(IE. TERMINAL AREA AND EXTREME ON THE GROUND CONTROL
PDC'S AND INCORRECTLY CODED PDC'S QUERRIES ABOUT 180 KNOTS TO THE MARKER-CAUSE ALOT OF UNSTABILIZE APPROACHES
SLEEP PROBLEMS ARE A SIGNIFICANT SAFETY ISSUE. ERRATIC SCHEDULED WORK HOURS ARE DIRECTLY RESPONSIBLE FOR CREW FATIGUE AND SLEEPING PROBLEMS.
UNSTABLE APPROACHES, AND TRAFFIC SPACING ON APPROACHES
OVER SATURATION OF APPROACH CONTROL @ [AIRPORT X] LIGHT AND LARGE AIRPLANE MIX-- [AIRPORT X]
DECREASED SEPARATING WITHIN THE TERMINAL CONTROL AREA
THE ABILITY OF THE F.M.C. TO INTERGRATE WITH THE AUTO-PILOT INORDER TO FLY AT DESIRED ALTITUDE AND COURSE
SOME RECOGNITION GIVEN TO DIGITAL ATIS AT AIRPORTS
MORE FOCUS ON FREQUENCY CONGESTION-HUGE ON THE GROUND. MORE ABOUT IMPACT ON YOUR TAXI, WHAT RUN-WAY TO BE USED. THERE'S NO TIME TO READ BACK CLEARANCE & VERIFY THAT ATC IS TALKING TO YOU. BIG PROBLEM AT SOME OF THE AIRPORTS

D3A
BECAUSE WE FLY AT NIGHT A LOT THEY USE ONE CONTROLLER FOR GROUND CONTROL AND TOWER AND WE NEED TO BREAK IN TO TALK WITH THEM BUT ITS IMPOSSIBLE , THIS HAPPENS AT AIRPORT X THEY HAVE ONE PERSON WORKING ALL THREE FREQUENCIES. ANOTHER THING, A NEW AR
WE DID NOT ASK ABOUT THE HOLD SHORT CLEARENCES WITHIN 10 MILES
POOR VECTORING FOR APPROACHES
AIRBORNE TRAFFIC CONGESTION IN LOCATION X MAKES IT DIFFICULT TO COMMUNICATE
R SAID THAT MORE HAS TO BE DONE WIH SECURITY' R SAYS SECURITY IS MUCH BETTER OUT OF THE US
1.CREW FATIGUE 2. FAR'S ARE CONVOLUTED TRASH. THEY ARE WRITTEN IN CONTRADICTION TO HUMAN BEHAVIOR PATTERNS AND ARE DEFINITELY SAFETY HAZARDS. 3. RUNWAY INCURSIONS--GET RID OF FAR'S ALLOWING PLANES TO CROSS ALL RUNWAYS & TAXIWAYS.
CREW DUTY LIMITATIONS-FREIGHT PILOTS REGULARLY FLY FATIGUED AT NIGHT
FREQUENCY CONGESTION,TOMANY MANY RADIOS ON SAME FREQUENCY
COMMUNICATIONS - PILOTS AND ATC RECENTLY LACK OF USE OF PHRASEOLOGY. HAS EXPERIENCED MORE PROBLEMS WITH COMMUNICATION AS FAR AS IMPROPER PHRASEOLOGY.
TOO MANY AIRPLANES AND NOT ENOUGH CONCRETE, SOMETHING NEEDS TO HAPPEN TO REGULATE SCHEDULES AND AVOID DELAYS DEPATRURE TIMES ARE ALWAYS LATE.
[AIRPORT X] SHOULD BE ABLE TO MAKE APPROACH CHANGES 20 MILES OUT. THERE SHOULD BE NO CHANGES FROM [LOCATION X] IN-BOUND. THERE IS POOR PLANNING AT [AIRPORT X] AND [AIRPORT X] FOR APPROACHES. THE BIG PROBLEM IS THE REGIONAL JET
CERTAIN AIRPORTS INHERENTLY UNSAFE, [AIRPORT X] MORE DANGEROUS THAN [AIRPORT X]
MULTIPLE FREQUENCIES BEING MONITORED BY ATC SIMULTANEOUSLY
FREQUENCY CONGESTION IS A PROBLEM AT SOME AIRPORTS
A T C AND THE USE OF G P S APPROACHES ,FAR AS ISSUING APPROACH CLEARANCES
YOU SHOULD ASK ABOUT CREW FATIGUE
UNFORTUNATELY A LOT OF THE CHANGES BEING MADE ARE BEING MADE BY PEOPLE WHO DON'T UNDERSTAND WHAT ACTUALLY GOES ON IN THE COCKPIT.
PILOT FATIGUE, TIME & DUTY ISSUES
TRAFFIC SATURATION REGIONAL JETS
TRAFFIC CONGESTION IN THE TERMINAL AREA
KEEPING AIRPLANES TOO HIGH, IN TOO CLOSE TO AIRPORT AND MAKING THEM DIVE AT RUNWAYS
MULTIPLE APPROACHES TO INTERSECTING RUNWAY FOLLOWSIMMOTANIOUS GO ROUNDS. 2) QUALITY OF AAAAAAAAAAAAAAAAAAAAAAAAAAAAATC IN FOREIGH COUNTRIES. 30ACUTE NO TAM IMFORMATION IN FOREIGN COUNTRIES
R WORKS FOR [AIR CARRIER X] . FLIES NIGHT FLIGHTSAND MANY TIMES THERE IS ONLY 1ATC; HE REALIZIES THAT IT IS NOT BZ BUT CAN BE A PROBLEM
GROUND SECURITY, AIRFIELDS NOT SECURE, TOO MUCH ACCESS TO RAMPS, ESPECIALLY OVERSEAS
A NUMBER OF DEPARTURES THROUGHOUT THE U.S. ARE POORLY LAID OUT AND THESE ARE DANGEROUS.
PILOTS CHANGING FROM EFIS TO ANALOG MAY HAVE A PROBLEM
IN REGUARD TO PROBLEMS ABOUT CREW COMPATIBILITY AND COORDICINATION
TAXIWAY MARKETS AND SIGNAGE IS VERY CONFUSING , MARKINGS SHOULD BE IN GROUND
REAL TIME UPDATE IN WEATHER, VNAV DECENT ON APPROACHES (NEED TO INCORPORATE INTERMEDIATE STEP DOWN DECENTS), CPDATALINK IN [AIRPORT X], NEED CPDLC FOR POSITION REPORTS, NOT VERY USER FRIENDLY
RE CUT-BACKS SINCE [EVENT X]-SYSTEM HAS BEEN LESS PLAGUED W- CONGESTION-THISIS RETURNING AS BUSINESS PICKS UP AGAIN-DOWN TIME SHOULD BE USED TO TRY TO RESOLVE PROBLEM
THE AIIR CARGO MUST HAVE PROPER DOCUMENTATION FOR HAZARDIST MATERIAL

D3A
RESPONSIBILITY FOR COMMUNICATIONS ISSUES BEING PLACED ON PILOTS RATHER THAN ATC, AIRLINE SECURITY SCREENING ISSUES,
RVSM THATS GOING TO HAPPEN DOMESTICALLY IN [DATE X] IT;S GOING TO BE KINDA CROWDED. R FLIES ALOT OF NE CORRIDOR. R IS CURIOUS HOW THIS WILL PAN OUT IN THE FUTURE.
FLOW CONTROL AND GROUND STOPS ARE SAFETY HAZARDS
GROUND COMMUNICATIONS ARE THE MOST DANGEROUS THING PILOTS FACE.
QUESTIONS ABOUT MAKING GROUND OPS SAFER, CLEARANCES OVER ACARS NOT RADIO, ATC CONGESTION CHANGES TO CLEARANCES TAKING UP RADIO TIME, TAXI AREA TOO CONGESTED
FREQUENCY CONGESTION IS A PROBLEM
MORALE IN COCKPIT- RETAINING JOBS
RUNWAY AND TAXIIWAY MARKINGS
TRAFFIC SEPARATION, ESPECIALLY IN TERMINAL AREA, PUTTING TRAFFIC TOO CLOSE TOGETHER. BECAUSE OF THAT, WE HAVE LASO (LAND & HOLD SHORT OPERATION)
SECURITY ISSUES ON GROUND OPERATIONS PERSONNEL, IMPROVE GROUND SECURITY
CREW MEALS -INSPECTIONS OF FOOD QUALITY
NEWS HELICOPTERS ESP IN [LOCATION X] ALSO FREQUENCY CONGESTION AT HIGH DENSITY TIMES IN DIFFERENT SECTORS
OPERATIONS INTO [AIRPORT X], SOUTH AMERICA USE OF QFE ALTIMITERS,LACK OF * ON ATIS, NOT STANDARDIZATION OF ALTIMITERS, LANGUAGE PROBLEMS IN SOUTH AMERICA, PROBLEMS WITH LACK OF RADAR IN [LOCATION X]
CONGESTION
AIRPORT CONGESTION
HIGH DENSITY
ISSUES OF PILOT FATIGUE
OVER CONGESTION--TOO MANY PLANES IN SKY-PROBABLY MORE OF AN AIRLINE PROBLEN THAN ATC
SAFETY CONCERN, UNAUTHORIZE PEOPLE TO HAVE ACCESS TO THE AIRPLANE THAT DO NOT GO THROUGH METAL DETECTOR
TAXI INSTRUCTIONS AND TAXI WAY MARKINGS ,CONTROLLERS ASKING PILOTS TO MAINTAIN AHIGH SPEED ON
CREW REST AND CREW DUTY ISSUES- BOTH DOMESTIC AND INTERNATIONAL
FLIGHT FATIGUE, DUTY TIMES, COSMIC RADIATION ACCUMULATIONS, TCAS IN CARGO VEHICALS, HAZARDOUS CARGO, SAFETY CONDITIONS ON AGING AIRCRAFT , PROBLEM WITH CARRYING NON-CREWMEMBERS IN JUMPSEATERS, NEED FOR SATILLITE REPLACING RF
ATC HANDLING TRAFFIC FLOW CAUSES SAFETY CONCERNS
HAVING TO MAINTAIN HIGH AIRSPEED AT FINAL APPROACH PHASES, REGARDLESS OF WEATHER CONDITIONS.
CONCERNS ABOUT TERRIOST ACTIVITIES ESPECIALLY OVERSEAS
AIR TRAFFIC CONTROL
POSSIBLY RVSM AS WE ARE PREPARIMNG TO DO THIS IN THE NATIONAL AIR SYSTEM DOMESTICALLY
FREQ CONGESTION WITH ATC
ATC WILL CHANG YOU TO A DIFFERENT STAR SHOULD HAVE MORE ADVANCE NOTICE . 1OR 2 MORE MINUTES WOULD EVEN BE HELPFU.L
APPROACH CHART MARKINGS, AND EN ROUTE MARKINGS JEBSON CHARTS SHOULD BE MADE CLEARER
I WOULD LIKE TO SEE THE LARGER AIRPORTS WITH MORE THAN ONE GROUND CONTROL FREQUENCY FOR THE DIFFERENT AREAS OF THE AIRPORTS, BECAUSE THERE IS TOO MUCH TRAFFIC ON JUST ONE FREQUENCY.
FURTHER ADDRESS ATC ISSUES
COCKPIT-PILOT FATIGUE DUE MAINLY TO INADEQUATE REST BETWEEN DUTY PERIODS AND LONG WORKING
QUALITY OF ENGLISH BY US CONTROLLERS AND STANDARDIZED PHRASEOLOGY BY GROUND CONTROL

D3A
IS THE INFO ON THE GOV. APPROACH PLATES AND CHARTS ACCURATE OR INACCURATE
QUESTIONS ARE ALMOST TOO NARROW
FATIGUE ISSUES, AIRCRAFT STANDARDIZATION -DIFFERENT CONFIGURATIONS OF SAME PLANE
A T C CONGESTION AND DELAYS
MORE SPECIFIC ABOUT FREQUENCY CONGESTION, EX. WHEN ASK F-CLEARANCE TALKING IS TOO FAST & NOT UNDERSTANDABLE
PILOTS DO NOT NEED TO BE SCREEN.
ATC SYSTEM CAN'T HANDLE NUMBER OF FLIGHTS 2 YEARS AGO
LANDING AND HOLD SHORT LIGHTS;LIGHTS ARE NOT TURNED OFF FOR FLIGHTS THAT AREN'T RESTRICTED. THIS CAUSES CONFUSION;THE PILOT CAN'T REMEMBER IF ATC TOLD HIM TO CUT SHORT. LIGHTS SHOULD BE TURNED OFF WHEN NOT REQUIRED FOR LANDING
BY ASKING THE LAST 30 DAYS YOU DO NOT GIVE ME AN OPPORTUNITY TO USE THE EXPERIENCE OF THE LAST X YEARS. THIS ENTIRE SURVEY HAS BEEN A WASTE AND INTENTIONALLY MISLEADING AT WORST . THE QUESTIONS ARE EXCELLENT BUT BY LIMITING THEM TO A 30 DAY SPAN .YOU
AIRPORT LIGHTING CAN BE AN ISSUE - NON TOWERED AIRPORTS
FREQUENCY CONGESTION AT BUSY AIRPORTS. AT AIRPORT X, HAVE BAD HABIT OF SWITCHING STARS AND RUNWAY ASSIGNMENTS 4 AND 5 TIMES
R SAID WHEN FLYING INTO MILITARY AIRPORTS THE CONTROLLERS ARE HARD TO UNDERSTAND
CREW FATIGUE
PILOT FATIGUE DUE TO A CERCADIAN SLEEP DISTURBANCES.
FATIGUE AND REST REQUIREMENTS
RUNWAY INCURSIONS ARE A PROBLEM;FREQUENCY CONGESTION HAPPENS A LOT AND NEEDS ADDRESSING EVEN IN NON-CRITICAL SITUATIONS;CONTROLLER WORKLOADS ARE TOO HEAVY-GARBAGE UP ANOTHER FREQUENCY TO GET HIS ATTENTION
CONTROLLERS HAVE TO UNDERSTAND THAT WE CAN'T SLAM ON THE BRAKES WHEN IT'S RAINING--I DON'T KNOW WHY THEY'RE SO IN A HURRY TO RUN US TIGHT IN AND OUT SOMETIMES.
AIRPORT SCREENERS NEED TO BE ABLE TO IDENTIFY PLANE CREWMEMBERS AS CREWMEMBERS IN ORDER TO PREVENT ALL OF THE TIME-CONSUMING DELAYS WHICH EXIST TODAY AT AIRPORTS.
ATC SOME TIMES, FORGET TO GET BACK TO PILOTS. SOME CONTROLLERS , ALSO HANDLE TOO MANY AIRCRAFTS, WHICH IS A SAFTEY ISSUE. PILOTS ARE USING TOO MUCH FUEL IN THE AIR WAITING TO LAND. THERE IS NOT ENOUGH COORDINATION FROM ATC RE ATC OFF-LOADING.
DARK AIRPLANE COLORS HARD TO SEE AT NIGHT. SHOULD HAVE LIGHTER PAINT COLORWS
GROUND OPERATIONS AND STANDARDIZATION OF COMMUNICATION CAN BE ADDRESSED BETTER
QUESTIONS SHOULD REGARD HUMAN FACTORS, COCKPIT RESOURCE PROBLEMS, (CRM PROBLEMS), DISTRACTS IN THE COCKPIT
AIRPORT AND-OR FREQUENCY CONGESTION, PARTICULARLY FEQUENCY CONGESTION. IT'S HARD TO GET IN A WORD AND ALSO PEOPLE TEND TO ABBREVIATE THEIR CONVERSATION WHICH CAUSES CONFUSION. ALSO THE PRESSURE TO HAVE THE PACE LANDINGS AND TAKE-OFF SO CLOSE TOGETHER
COMMUNICATION ISSUES BETWEEN ATC AND PILOTS, CONGESTION ISSUES
CREW FATIGUE QUESTIONS NEED TO BE ASKED
BUSY AIRPORTS HAVE 1 CONTROLLERS HANDLING 10 OR MORE AIRCRAFTS IS A PROBLEM
[AIRPORT X] ARE TOO BUSY
CARIBBEAN ROUTE HARD TO COORDINATE WITH [AIRPORT X] VIA ARINC
AIRPORTS HAVE DIFFERENT PROCEDURES AND THIS MAKES A PROBLEM
AUTOMATION DEPENDENCY IS PROBLEMATIC

D3A
THERE ARE TOO MANY AIRPLANES ON THE GROUND AND IN THE AIR
AIRLINE PILOTS DON'T FREQUENTLY ENOUGH READ BACK RUNWAY NAME IN THEIR CLEARANCE OR TAKE OFF OR LANDING-PILOTS DON'T ACCURATELY CHARACTERIZE RIDE REPORTS TO A.T.C IE PILOTS WILL REPORT MILD TURBULENCE WHEN IN FACT THEY'RE FLYING THRU LIGHT TURBULENCE
MULTIPLR AIR TRAFFIC CONTROL FREQUENCIES WHERE THEY'RE TALKING TO AIRPLANES ON SEVERAL DIFFERENT FREQUENCIES
FATIGUE
GO OUTSIDE THE 60 DAY PERIOD TO GET ANSWERS TO MORE QUESTIONS.
AVIATION SECURITY & SCREENING PROCESS
ARMING THE COCKPIT, COCKPIT SECURITY, AIR MARSHALLS ON PLANES
EN ROUTE SPECIFIC AS IN ALTITUDE
PILOT FATIGUE.
LAND AND HOLD SHORT CLEARANCE [AIRPORT X] AND [AIRPORT X]
MANY REQUIREMENTS SEEM OUT-DATED IN LIGHT OF NEW TECHNOLOGY -THESE SHOULD BE REVIEWED. ALSO, NEED MORE EMPHASIS IN TRAINIG & RE-TRAINING ON A.I.M. PROCEDURES
EMPHASIS ON CONGESTION
ADDRESS MORE ABOUT APPROACHES ATC
SHOULD ADDRESS LOCATION X CONTROLLERS
STABILIZE APPROACH NEW FAA RULES KEEPING YOU HIGH + FAST
INTERESTING IS THE AGE 60 RETIREMENT RULE AND DON'T WANT IT TO TURN TO 62 IT WILL BE A BIG SAFETY ISSUE (EYE-HAND COORDINATION SLOWS AS YOU AGE) ABILITY FOR SOMEONE THAT OLD TO FLY AT NIGHT
BIG ISSUE-LAST MINUTE CHANGES ON DEPARTURES-AIRPORT X DOES THIS A LOT. ONE CONTROLLER ACTUALLY TOLD ME TO HUSTLE. WE HAVE TO READJUST OUR DATA & COULD POSSIBLY HAVE WRONG FLAP SETTING OR SOMETHING. MORE DANGEROUS THAN LAST MINUTE LANDING CHANGES
SICK POLICY WAS LIBERAL BEFORE , NOW CREW WILL HAVE PAY REDUCED REGARDLESS OF THE REASON OF
CREW FATIGUE
RAEDING BACK CLEARANCES FROM ATC THEY DO NOT ALWAYS LISTEN CLOSELY
ALTITUDE DEVIATIONS
AUTOMATION WILL KILL PEOPLE.HE FEELS BECAUSE OF AUTOMATION THE PILOTS ARE NOT AS WELL TRAINED. PERSON X FLIES CORPORATE SO MANY OF THE QUESTIONS NEED TO ADHERETO OTO
THE SATURATION OF AIR SPACE OVER LOCATION X OF THE U.S.,SECONDLY ,RUNWAY MARKINGS AT UNCONTROLLED AIRPORTS.
LIGHT AIRCRAFT TRAFFIC AROUND AIRPORTS EXSPEACIALLY AROUND [AIRPORT X]
PILOT FATIGUE AND PILOT SCHEDULING
SECURITY ISSUES, FATIGUE ISSUES AND DUTY TIME, FREQUENCY CONGESTION EVERYWHERE -MULTIPLE FREQUENCY ATC
NOTICING CONTROLLERS WORKING TWO FREQUENCY OR MORE. OPENS UP CONFUSION AND CONGESTION ON THE FREQUENCY.
HOW MANY TIMES DID YOU EVER FLY WHEN FELT TOO SICK TO FLY? HOW MANY TIMES DID YOU EVER FLY WHEN YOU FELT TOO TIRED TO FLY?(JUDGEMENT IS OFF)
ATC IS REALLY GETTING CROWDED WITH ALL THESE AIRCRAFT TYPE X...I SEE SPACING ISSUES AS A BIG CONCERNS
T CAS SHLD BE REQUIRED ON CARGO AIRPLANES
ADDRESS THE RATE OF SPEECH DURING ATC INSTRUCTIONS AND CLEARANCES. ALSO, THE CONFUSION AND AMBIGUITY IN ATC CLEARANCES TO FIX NAMES.
CONGESTED FREQUENCY - ATC WILL HAVE MULTIPLE FREQUENCIES, DIFFICULT TO MAINTAIN SITUATIONAL AWARENESS IN TERMINAL AREA

D3A
SKY MARSHAL COORDINATION W-FLT CREWS; ALSO AIR MARSHAL FUNDING
FATIGUE
NON-FUNCTIONAL MOVEMENTS WHEN COMMANDED
PILOT -CONTROLLER IN THIRD WORLD COUNTRIES LANGUAGE PROBLEMS
FREQUENCY CONJESTION IS INCREASINGLY BECOMING A MAJOR COMMUNICATION ISSUE
R SAID A BIG PROBLEM IS TERROR THREATS, DISTRACTIONS AND STAYING FOCUS (EXAMPLE)- LOOSING RETIREMENT AND LAYOFFS
DUTY REST TIMES
THE WAYS THAT SECURITY ISSUES ARE HANDLED
NON TOWER AIRPORTS
OFTEN, TRANSLATION IS LOST GOING FROM ONE CONTROLLING AGENCY TO THE NEXT. THIS BECOMES PROBLEMATIC FOR A LESS EXPERIENCED CREW. THINGS CAN BREAK DOWN THEN.
GENERAL AVIATION PILOTS FLYING VFR
APPROACH CONTROLL ASKING CREWS TO CARRY A CERTAIN SPEED TO THE OUTER MARKER
WE HAD NEAR MISS AND IT COULD HAVE BEEN AVOIDED IF WE HAD TCAS
CONGESTION AT MAJOR AIRPORTS
GROUND CONGESTION IN THE AIRPORT X AREA
MORE QUESTIONS ALONG THE LINES OF TRAFFIC FLOW
DEACTIVATION OF EXTERIOR AIRCRAFT LIGHTING AND LOGO LIGHTS. RUNWAY INCURSION ALSO A SAFETY ISSUE.
THE WHOLE ISSUE OF RETENTION BARS ON COCKPIT DOORS;THERE ARE PROBABLY ISSUES THAT HAVEN'T BEEN THOUGHT OUT.
SAFETY RELATION IN REGARD TO TERMINAL OPERATIONS USING EXTREMELY FAST SOME TIMES UNINTELLIGIABLE AND SOMETIME NON STANDARD PHRASEOLOGY
CREW FLIGHT DUTY TIME.
DUAL ATC FREQUENCY USAGE IS PROBLEMATIC; ATC USE MORE THAN ONE FREQUENCY AT THE SAME TIME & CANNOT HEAR WHAT IS GOING ON
A.T.C. OPERATING TWO FREQUENCIES AT THE SAME TIME
ATC CONGESTION AROUND BUSY AIRPORTS
WITH THE ECONOMIC DOWNTURN, I FEEL THAT THERE HAS BEEN SKRIMPING ON MAINTAINANCE
OUTDATED ATC
FATIGUE
ALTITUDE ASSIGNMENTS WITHIN THE LOCATION X AIRSPACE -- REQUESTED ALTITUDES & THE REASONS THEY ARE DENIED
CONGESTION AMONG LATERAL DISTANCE ON TAKEOFF AND APPROACHES
ASK QUESTIONS ABOUT AIRCRAFT SEPARATION. AT AIRPORTS LIKE AIRPORT X THEY TEND TO SQUEEZE THEM IN REAL TIGHT. ALSO AT AIRPORT X.
COCKPIT SECURITY AND GROUND SECURITY
CONGESTION ON RUNWAYS IN HUB AIRPORTS, EXCESSIVE SPEED IN GOOD WEATHER, MODERN AIRPLANES DON'T SLOW DOWN LIKE OLD ONES
ONLY THE SECURITY OF THE AIRCRAFT AND THE AIRPORT.
APPROACH CONTROLLERS STINK. PASSENGERS ARE OVERWEIGHT- AFFECTS OUR FUEL-WEIGHT
DISPATCHING WITH MEL ITEMS
ADD SECURITY QUESTIONS TO INTERVIEW, FLIGHT CREW ARE BEING SCRUTINIZED BY PERSONNEL,
AIRPORTS ARE BECOMING NOISE SENSITIVE, JEPSON BRIEFING GUIDES ARE TELLING PILOTS, NOISE SENSITIVE, PILOT FINDS THIS ANNOYING, KEPT VERY HIGH TO END, LIKE A SLAM DUNK TO LAND
REVIEW STABLIZING APPROACH PROCEDURES

D3A
WHILE YOU'RE ROLLING OUT, GOING VERY FAST, THEY ASK YOU TO DO MAKE TURNS AND OTHER OPERATIONS, BUT THEY SHOULD WAIT UNTIL I LAND. SHOULDN'T GIVE TAXI INSTRUCT. UNTIL YOURE CLEAR OF RUNWAY. WEATHER-RADAR FACILITIES WILL CUT DOWN FREQUENCY CONGESTIONS.
PILOT FATIQUE- DOMESTIC PILOTS FROM INADEQUATE REST AND RECOVERY AND INTERNATIONAL WHERE CIRCADIA RHYTHYM COMBINED WITH INADEQUATE SLEEP-REST CAN SERIOUSLY IMPAIR JUDGEMENT
ATC AND UNSTABILIZED APPROACHES
MANY PROBLEMS WITH ATC. R ALSO SAID THERE SHOULD BE CAPABILITYFOR VHF RADIOS.
ACARS COMMUNICATIONS AT INAPPROPRIATE TIMES (APPROACH-DEPARTURE)
TRAFFIC AT DALLAS WITH RAMP CONGESTION WITH NO COORDINATION
FREQUENCY CONGESTION. CANNOT MICRO-MANAGE CHAOS ON A PARTY LINE. SIMILAR CALL SIGNS ARE A PROBLEM. SLAM DUNK AND KEEPING STABILIZED APPROACH STEP DOWNS AND NOISE ABATEMENT
FEEDBACK ABOUT PRM APPROACHES
CREW FATIGUE FROM DOUBLE PACIFIC CROSSINGS
LACK OF ACCURATE INFORMATION ON SEVERITY OF THUNDERSTORMS DUE TO LIMITATIONS OF AIRBORNE RADAR. NEED FOR GROUND-BASED RADAR AND LIGHTENING INFORMATION IN COCKPIT, CONSIDERING SIGNIFICANT # OF ACCIDENTS DUE TO THUNDERSTORMS.
GROUND STOPS, ATC LEAVING PILOTS ON THE GROUND FOR WEATHER DELAYS
R V S M
FATIQUE
AIRCRAFT SEPARATION ON APPROACH, REGARDING AIRSPEED COMPATIBILITY AND SEPARATION ITSELF JAMMED IN TO TIGHT, TOO CLOSE TO THE TAILS
THE HEIGHTENED SENSE OF OPERATIONS AT AIRPORT X. THE NEW CRITERIA GIVES YOU A SENSE OF STRESS.
ATC GIVES NUMEROUS CLEARANCE TO TAXI WITHOUT WAITING FOR RESPONSE ESP. AIRPORT X
COMMUNICATION FREQUENCY CONGESTION
THE GROUND MARKINGS ARE NOT VERY CLEAR...PRIOR TO THE LATEST CHANGES THEY WERE LESS CONFUSINGS.
PARKING AT SOME AIRPORTS VERY CLOSE
SUBJECT OF CLEARANCES IS THE BIGGEST PROBLEM PILOTS HAVE TO DEAL WITH
MAINTANCE ISSUES, IN GENERAL
ARE YOU CONFIDENT THAT ALL THE PEOPLE WORKING AROUND YOUR AIRPLANES ARE PROPERLY SCREENED, THE OVERALL SECURITY, WEATHER AND MAINTAINENCE OF THE AIRCRAFT.
COMMUNICATION IN THE TERMINAL AREA
SLEEP CYCLES, AVOID ROTATING SHIFTS--
CONTROLLERS ARE OVERLOADED, ONE TOO MANY FREQUENCIES AT THE SAME TIME.
FLYING OVER THE LOCATION X WORRIED ABOUT TURBURLENCE. WE REALLY HAVE TO GET INFORMATION OUT OF THE CONTROLLERS. THEY NEED TO BE A BIT MORE PROACTIVE. ALSO, MORE PROACTIVE IN RELATION TO
1) LANGUAGE BARRIERS IN FOREIGN COUNTRIES . EX: THE LOCATION X PEOPLE SPEAK IN LOCATION X LANGUAGE TO OTHER ATC @PILOTS ARE ALWAYS LISTENING @ CANT UNDERSTAND.@HF COMMUNICATIONS ARE DIFFICULT 3)WHEN HAVING SEVERE WEATHER IT IS HARD TO GET A HOLD HF COMMUNICATION
ATC IS ALWAYS A PROBLEM, IT UNDEREQUIPPED AND UNDERMAN AND LACK FLEXIBLITY. OVER CROWED AIRPORT THAT LEAD TO MORE RESTRICTIONS
TERMINAL AREA CONGESTION
TSA:TRANSPORTATION SECURITY ADMINISTRATION & AIRPORT SCREENERS VERY INEFFECTIVE, CREATE UNDUE TRAVEL DELAYS WHICH ARE FRUSTRATING FOR PASSENGERS & FLIGHT CREW. BESIDES FEELS THREAT NOW OVER & IT'S LIKE CLOSING THE BARN DOOR AFTER THE COWS HAVE LEFT.
FREQUENCY CONGESTION MAKES IT DIFFICULT FROM OTHER AIRCRAFT INSTRUCTIONS. UNNECESSARY COMMUNICATION FROM ATC MAKES IT DIFFICULT TO SEPARATE OUR INSTRUCTIONS FROM GENERAL CLUTTER.

D3A
FLYING NIGHT FREIGHT, FATIGUE NEED TO BE GIVEN MORE ATTENTION
STRESSED OUT CREW MEMBERS BECAUSE THEY'RE LOSING THEIR JOBS
THERE IS ABSOLUTELY NO SECURITY PRECAUTIONS TAKING PLACE WITHIN CORPORATE OR CHARTER AVIATION. FURTHERMORE, SAY IT IS IMMINENT THAT A HIGHJACKING WILL OCCUR ON A CHARTER OR CORPORATE AIRCRAFT IN THE NEAR FUTURE.
SLEEP DEPRIVATION IN THE COCKPIT
AT 3:00 AM & 4:00 AM SOME AIRPORTS HAVE ONLY ONE CONTROLLER ON DUTY-THIS IS EXTREMELY DANGEROUS AND A SAFETY ISSUE
PILOT FATIGUE ISSUE
MONITORING A GUARD FREQUENCY, TOO MANY PEOPLE TALKING ON GUARD FREQUENCIES,
BLOCKED RADIO CALLS & ANTI-BLOCKING TECHNOLOGY. ALSO, WE HAVE OLDER EQUIPMENT . AT AIRPORT X RECENTLY WE HAD TO MANUALLY CHANGE IT 3 TIMES ON ARRIVAL. THE ONLY REASON I COULD SEE FOR THIS WAS CONVENIENCE FOR ATC & NOISE ABATEMENT. SAFETY SHOULD NOT TAKE A BACK SEAT
FREQUENCY CONGESTIONS IS A PROBLEM
ATC VERBIGE: SOMETIMES ALTITUDE CLEARANCE OR COMMUNICATION CLEARANCE IS AMBIGUOUS
AIRPORT AND AIRPLANE SECURITY--THEY REALLY SHOULD BE TALKING TO PILOTS AND LINE PEOPLE ABOUT THAT BUT I THINK THEY'RE TALKING MAINLY TO MANAGEMENT
TRANSMISSION ERRORS RADIO FREQUENCY PROBLEMS- CLEARANCE READ BACK NEEDS TO BE AN ACCEPTABLE FAA RULE
CLOSELY SPACED DEPARTURES AND ARRIVALS AND RUNWAYS GETTING CLUTTERED. DEPARTURES WHEN T-STORMS ARE IN THE AREA--DIFFICULT TO COORDINATE DEPARTURE CONTROL WHEN EN ROUTE AFTER TAKE-OFF.
I'D ADD TO THE LOSING VISUAL SIGHT QUESTION HAVE YOU LOST SIGHT OF ANOTHER AIRCRAFT OR ANOTHER RUNWAY.
THEY SHOULD FOCUS MORE ON THE CONJESTION ON THESE MAJOR AIRPORTS.
FATIGUE ISSUES
CLEARANCE CHANGES ARE AIRPORT SPECIFIC
PRM APPROACHES, UNSAFE
CAPACITY ISSUES ESPECIALLY IN [LOCATION X]
ARE YOU FLYUING WHILE TIED OR OUT OF SLEEP CYCLE.
WHY WE DON'T HAVE GROUND RADAR AVAILABLE
CREW FATIGUE
CREW FATIGUE
CREW FATIGUE, INADEQUATE REGULATIONS
COMMUNICATION NEEDS TO BE UPGRADED ON THE GROUND.
TRAFFIC SEPARATION LOCATION X -- LOT OF T-CAS ADVISORIES -IFR AND VFR SEPARATION INADEQUATE
THEIR SYSTEM OF REGULATING CONGESTION BY GENERATING SPACING BETWEEN AIRCRAFTS ALSO USING VECTORS INSTEAD OF ASSINING AIRSPEED ACCEPTANCE IS EXTREMELY INEFFICENT.
MAINTAING AIRORTS INCREASING # OF AIRPORTS
PILOT FATIGUE,
LAND AND HOLD SHORT QUESTIONS, NEW HIRE QUALIFICATIONS
SECURITY WHEN IT COMES TO PASSENGER-COCKPIT DOOR SECURITY
DEICING OF AIRCRAFTS SHOULD BE DONE AT THE RUNWAY. THIS DUTY SHOULD BE ASSIGNED TO THE AIRPORTS NOT THE AIRLINES.
ATC ASSUMES EVERYONE HAS FMC OR FMS-EQUIPPED AIRPLANE WHEN MAKING CLEARANCE CHANGES, DOESN'T TAKE INTO ACCT OLDER CRAFT

D3A
FAA'S GOT TO GET THEIR HEADS OUT OF THEIR ASS. PILOTS NEEDS MORE REST. THEY NEED TO ADDRESS MORE PROBLEMS IN THE AIRLINES.
FATIGUE
HAD SOTS OF SLAM DUNKS AND SWITCHING RUNWAYS @ [AIRPORT X] BREAKING ACTION IS SUBJECTIVE AT ICY AIRPORTS.
THE GROUND FREQUENCY CONTROL AT AIRPORT X IS PRETTY EXTREME
DUTY REQUIREMENTS FOR INTERNATIONAL
CARGO FREIGHT SHOULD BE CHECKED AS THOROUGHLY AS PASSENGER LUGGAGE
ARRIVAL IN LOCATION X COULD BE CHANGE IN A SECOND
WE SHOULD ASK IF PEOPLE ARE FLYING T-CAS EQUIPPED AIRPLANES.
DIFFICULT TO GET ATC CLEARANCE AROUND WEATHER IN A TIMELY MATTER
AIRPORT X NEED IMPROVEMENT
APPROACH & LANDING PRACTICES; CONGESTION; FLYING HIGH & FAST; LANDING AND HOLDING SHORT; OPERATIONS; RADIO CONGESTION ON THE GROUND RELATIVE TO CLEARANCES; DANGEROUS FOR AIRPORTS NOT EQUIPED FOR THESE MANUVERS
IN MOST CARGO AREAS, THERE IS VERY LIMITED SECURITY SCREENING.
THE MAJOR THING IS REVISION TO CHARTS, APPROACH PLATES
DELAYS NEED TO BE ADDRESSED AIRBORNE OR ON GROUND
LACK OF UNDERSTANDING BY CREWS OF TWIN ENGINE PLANES OF AIRPLANE EXTEND. RANGE-DOES NOT ONLY APPLY TO FLIGHTS OVER WATER
CREW FATIGUE AND REST
COCKPIT DOOR OPENS AND LEAVES US OPEN TO RISK. TOO MUCH BUREAUCRACY
RUNWAY CHANGES AT LAST MINUTE BEFORE TAKE OFF.--CAUSES LOTS OF PROBLEMS.
LOOK AT WHAT [AIRPORT X] IS DOING REGARDING THEIR REQUESTS FOR ALTITUDE AND AIRSPEED AND GIVING GO-AROUNDS--MUCH HIGHER THAN AT OTHER AIRPORTS
RUN DEPARTURES & ARRIVALS TOO TIGHT, NEED TO BE CONCERNED ABOUT PLANE BEHIND WHEN CONCENTRATION SHOULD BE ON OWN PLANE
NOT ENOUGH A T C CONTROLLERS
WOULD LIKE TO SEE A.T.C., HAVE BETTER WEATHER OVERLAY.
THERE'S SO MUCH ANGER OUT THERE I TTHINK IT'S UNDOUBTABLY AFFECTING SAFETY, PARTICULARLY WITH AIR CARRIER X, AIR CARRIER X, AND AIR CARRIER X;WHEN I JUMP SEAT I SEE SO MUCH RANCOR-THEY NOT THINKING ABOUT FLYING BUT HOW ANGRY THEY ARE
IS YOUR WORKLOAD INCREASED AS A RESULT OF FREQUENCY CONGESTION IS A BETTER QUESTION COMPROMISED SAFETY MARGIN.
ATC WORKERS WORKING MORE THAN ONE FREQUENCY AT A TIME EARLY MORNINGS
CREW REST
LACK OF COMMUNICATIONS BET. FREQS-E.G, WEATHER WARNINGS -WEST COAST OF FL. BLEED THRU FREQS.
SAY 180 KNOTS TO THE MARKER-WORKING TOO MANY PLANES AT 1 TIME--HOLD WHILE CLEARING RUNWAY. PACKING PLANES TOO CLOSE TOGETHER
GUNS IN THE COCKPIT, DOORS, SECURITY SCREENING
R FLIES INTERNATIONALLY R SAID IN FRANCE MANY DO NOT SPEAK STANDARD LANGUAGE
EMB AIRCRAFT SEEM TO HAVE FREQUENT LIGHTNING STRIKES
ATC MONITORING MORE THAN ONE CONTROL FREQUENCY
SLOPPY RADIO PROCEDURES
ONE OF THE LARGEST ISSUES WE'RE DEALING WITH TODAY IS AIR RAGE. IT'S THE ONE THAT DESERVES THE MOST ATTENTION.

D3A
TSA IS NOT WORKING AS WELL AS IT SHOULD
ACTIVE RUNWAY MARKINGS & LIGHTS, ESP WHEN THERE ARE OBSTRUCTIONS;
I DON'T THINK THAT THE ATC CHOICES IN ASIA ARE UP TO THE STANDARDS THAT WE ARE USED TO IN THE US OR EUROPE--SPECIFICALLY IN LOCATION X.
PROFILE DESCENDING, CONFUSION ABOUT ASSIGNED ALTITUDES
CONTROLLER MONITORING MULTIPLE FREQUENCIES AND SECTOR
FATIGUE AND CREW DUTY AND SCHEDULING
AIRPORT SECURITY
HOW IN COMPLIANCE ARE THE FLIGHT CREWS IN USING OXYGEN AT ALTITUDE.
AIRPORT X
IMPROPER USE OF ATC PHRASEOLOGY AT TIMES
USE OF 2 DIFFERENT FREQUENCIES FOR TOWER
FREQUENCY CONGESTION CONTINUES TO BE A PROBLEM
THE PASSENGER DISRUPTIONS
CARGO AIRLINE SECURITY
FATIGUE AND DUTY DAY CYCLE TIME CONSIDERATION
VISUAL APPROACHES AND KEEPING OTHER AIRCRAFT IN SIGHT IN VERY DENSE AIRPORT INVIRONMENTS
CREW REST QUESTIONS, FEMALE CONTROLLERS OVERSEAS ARE NOT UNDERSTANDABLE
COMMON FLIGHT LANGUAGE IN INTERNATIONAL AIRPORT
ATC TRIES TO SQUEEZE TO MANY PLANES IN WHEN STHEY ARE ABOUT 20MILES IN RANGE OF THE AIRPORT AND WE D O NOT KNOW THE SEQUENCE OF WHERE YOU WILL FALL IN RESULTING IN A SLAM DUNK APPROACH, THIS IS A PROBLEM
FATIGUE ISSUES, MIXED HOURS FLYING
ASK ? ABOUT T CAS
IT IS CREW FATIGUE, GREATEST SINGLE THREAT TO AVIATION SAFETY
LANDING AT NIGHT AND POSITIONING OF TRAFFIC DOWN FIELD
CREW FATIGUE
R SAID THAT HE FLIES TO MANY AIRPORTS AND THERE ARE MANY SECTERS AND THE CONTROLERS EXPERT THE PILIOTS TO KNOW THERE SECTOR AND THIS IS DIFFICULT TO KNOW ALL
ATC MAKE YOU COME DOWN SOON AND BURNS FUEL AND DOWN IN DENSE TRAFFIC. SHOULD BE IN MORE OPTIMAL RATE FOR THE AIRCRAFT
ASK MORE ABOUT AIRCRAFT MAINTENANCE PROBLEMS
LOT OF CONTROLLERS WORKING MULTIPLE FREQUENCIES IS HAZARDOUS- GROUND CONTROLLER DOES NOT ACKNOWLEDGE HE HAS HEARD YOU
ARM THE PILOTS
TOO MANY AIRPLANES
ILSPRM APPROACHES NEEDS TO BE ADDRESSED EXTREMELY STRANGE NEW SYSTEM, RVSM CHANGES GO QUESTION TO SEE IF ANYONE IS NOTIFYING PILOTS
THE STRESS WITHIN THE INDUSTRY;SECURITY HASSLES:CREW MEMBERS WHO CAN'T DO THEIR JOBS BECAUSE OF THE SECURITY MEASURES
CONTROLLERS ARE NO LONGER REQUIRED TO MONITOR INCORRECT RESPONSES FROM PILOTS
WEATHER RELATED PROBLEMS. WAS NOT DUE TO WEATHER WAS MORE LIKE DUE TO AIRPORT PROBLEMS. AIRPORT CLOSED DUE TO PROBLEMS.
SECURITY IS A BIG ISSUE
COMMUNICATIONS IN INTERNATIONAL AIRSPACE
CREWMEMBER FATIGUE

D3A
ATC TENDS TO IGNORE YOU WHEN YOU'RE FLYING VFR. ALSO, THE TEMPORARY SECURITY AREAS ARE A CONFUSING FACTOR-NOT ALWAYS ACCURATE WHICH IS A PROBLEM WHEN YOU'RE VFR
SE WORK LOAD TO NEAR LIMIT
TRYING TO GET FLIGHTS OUT BEFORE THUNDER STORM HITS
MAINTENANCE, CREW REST & DUTY DAYS
WHAT WE EAT--OUR FOOD, NUTRITION ARE WORTH LOOKING INTO;THE FOOD THAT HAS BECOME AVAILABLE AT AIRPORTS IS NOT NUTRITIOUS AND HORRENDOUS--I THINK THAT HAVING NUTRITIOUS FOOD IS ESSENTIAL IN PREVENTING FATIGUE
NEED TO EXPAND TIME FRAME FROM 60 DAYS TO 90 OR 120
INSTEAD OF SAYING DURING THE LAST 60 DAYS, I SUGGEST "6 MTHS". DURING THAT TIME I DID ENCOUNTER SOME OF THE SAFETY ISSUES ON THE SURVEY
THE A I M REQUIRES PILOTS TO CALL A T C TO LET THEM KNOW WHEN THEY ARE VACATING AN ASSIGNED ALTITUDE & IN MY OPINIONITS A USELESS CALL AND IT HELPS TO CONGEST THE FREQUENCY
PILOT FATIGUE
DISPATCHING THE AIRPLANE
ATC ATTITUDES
COMPLACENCY AND FATIGUE
AIRCRAFT NOT DESIGNED TO FLY THE SPEED THAT WAS REQUESTED
R SAID IN [AIRPORT X] ARRIVAL AND DEPARTURE ARE DIFFICULLT WITH NOISE ABATEMENT 2INTERNATIONAL USE OF MULTI LANGUAGE
AVIATION STAFF GOING THROUGH AIRPORT
COMPANY EXTENDED DUTY HOURS WHEN PILOT FELT HE SHOULD HAVE BEEN ALLOWED TO REST
MORE ON ATC
CONGESTION IN THE NOTHEAST
COCKPIT SECURITY QUESTIONS, AIRCRAFT SECURITY
ATC MAY ASK YOU TO DESCEND AT RATE GREATER THAN CAPABLE.
DELETE ENTIRELY
GROUND TAXI OPERATIONS IN DIFFERENT AIRPORTS THEY HAVE MORE INCIDENTS ON THE GROUND THAN IN THE
INTERACTIONS WITH ATC-TRAFFIC IS PICKING UP & SO IS STRESS. PROBLEMS W-ATC TALKING TOO FAST, TALKING BEFORE MIKE IS DEPRESSED, USING NON-STANDARD TERMINOLOGY. TOO MANY REQUESTS FOR READ-BACKS DUE TO THEIR BEING OVERWORKED
FATIGUE
R SAID THAT THEY SHOULD ADDRESS MORE ABOUT TERRORISM
FREQUENCY CHANGE COORDINATION
COMMENT ABOUT VISUALAPPROACHES AT PLACES LIKE LA , GROUND CONGESTION AT AIRPORT
CREW FATIQUE AND CREW REST FOR INTERNATIONAL FLIGHTS
QUESTIONS ABOUT ILS- PRM APPROACHES. AND
TAXIWAY MARKINGS, OR AIRPORT SURFACE MARKINGS
IT WOULD BELAHSO ASK QUESTIONS ABOUT IT. SOME QUESTIONS ON AIRPORT SIGNS.
TOWERS CLOSING TOO EARLY AT AIRPORTS THAT HAVE MULTIPLE ARRIVALS AND DEPARTURES
QUESTIONED ASKED ABOUT MAIN TRAFFIC CONTROL OUT OF [AIRPORT X] AND THEIR LACK OF FEXIBILITY DURING WEATHER CONDITIONS THEY ARE EXTREMELY UNFLEXIBLE.
NOTAM SYSTEMCOULD BE MORE SPECIFIC OR PRECISE.. -- ATC COMMUNICATIONS SHOULD BE SLOWER.
MULTIPLE FREQUENCY CHANGES MADE IN ONE SENTENCE WHICH DECREASES LIABILITY
INTERNATIONAL HOURS ON DUTY, PILOT FATIGUE
THE PILOTS SHOULD HAVE A MEANS OF PROTECTING THEMSELVES IN THE COCKPIT AREA.

D3A
QUESTIONS ABOUT AIRPORT SECURITY SHOULD BE ASKED IN LIGHT OF YESTERDAY'S SITUATION
ATC KEEPS PLANES HIGH AND FAST AT CROWDED AIRPORTS AND HAS YOU FLY FASTER AND HIGHER THAN YOU WOULD LIKE BECAUSE HOUSES ARE SP CLOSE TO THE RUNWAY AND COMPLAIN ABOUT NOISE
IF YOU DO A GO AROUND AT [AIRPORT X] YOU COULD HAVE A MIDAIR COLLISION
INADEQUATE REST PERIODS-TOO LONG DUTY DAYS
I WOULD LIKE TO SEE MORE SECURITY DONE ON THE AIRCRAFT AND ON THE PASSENGERS ON THE AIRPLANES.
INCONSISTENCY OF SECURITY OR PERSONNEL, ATC FREQENCIES ARE OVER LOADED IN LARGE CITIES, AIRPORT LIGHTING AND MARKINGS
CARGO PEOPLE NEED TO HAVE TCAS
PROPER READBACK OF ATC CLEARANCES BY PILOTS ACCORDING TO FAR'S
COCKPIT SECURITY-STANDARDIZATION OF SECURITY-WORK RULES-CREW RESTING
FMS DATABASE ERRORS. NAVAID 2 INTERSECTIONAL IDENTIFIER NAMES. THERE IS DUPLICATION OF NAMES.
CONGESTION ON ATC FREQUENCIES, INCIDENTS SHOULD BE SHARED INDUSTRY WIDE SO THAT ALL CAN LEARN FROM MISTAKES
AIRPORT SIGNAGE AND MARKINGS ARE PROBLEMS
FREQUENCY CONGESTION
SOMETIMES TO AVOID FREQUENCY CONGESTION IT TAKES BOTH SIDES TO MONITOR THE FREQUENCY FOR A SECOND THAN COMMUNICATE
A BIG PROB IS ON APPROACH SEQUENCING THE TRAFFIC TOO CLOSE TOGETHER AND COMMUNICATING BETWEEN APPROACH CONTROL AND TOWER DURING THAT PHASE, YOU CAN COME IN W- APPROACH AS SOON AS YOU SWITCH OVER TO TOWER THEY TELL YOU TO SLOW DOWN.
TAXI INSTRUCTIONS AND THE AMOUNT OF CONGESTION DUE TO CONSTRUCTION
FREQUENCY CONGESTION DOMESTICALLY
FLIGHT CREWS ARE TREATED WORSE NOW THAN PASSENGERS AS FAR AS SECURITY SCREENING; PSYCHOLOGICALLY, FLIGHT CREWS ARE TREATED LIKE THE ENEMY- THIS TREATMENT MAKES THE FLIGHT CREWS BECOME SPRING-LOADED ALREADY WHEN THEY GET ABOARD (THEY ARE THAT ANGRY)
AWAS AND REMOTE CONTROLL OUTLET
COCKPIT PROCEDURES, TALKING WHILE ON THE GROUND, CREW MEMBER REST PERIOD, TIME FROM LEAVING HOUSE, CREW MEMBER ACTIVITIES PRIOR TO FLYING, MALE-FEMALE RELATIONS, ANYONE FEELING CUT OUT OF CREW, NEPOTISM RULES, CHANGE OF RUNWAYS ON TAXIING
CREW REST AND WHEN IT STARTS AND WHEN IT ENDS
MORE PLANES INLESS SPACE , VERY CONFUSING PARTICULARLY IN [AIRPORT X], NO ONE CALLED R ABOUT A NEAR MISS
SAID A CONTROLLER CAN READ A CLEARANCE TO A CREWMEMBER AND THE PIOLOT IS REPONSIBLE EVEN IF THE RESPONCE FROM CONTROLLER IS INCORRECT. R ALSOIF PCRIS ABOVE 10,000 FEET MUST HAVE TCAS WITH NO EXCEPTION.
I THINK WE HAVE A PROBLEM WITH CONSTANT FREQUENCY CONGESTION WITH ATC. THE USE OF MULTIPLE FREQUENCIES AND THE CONFUSION THAT IT CAUSES.
ATC WORKING MORE THAT ONE FREQUENCY
ATC DOES NOT SEEM TO UNDERSTAND THAT ALL AIRCRAFT ARE LIKE. THERE'S A DISCONNECT BETWEEN THE OPERATORS AND CONTROLLERS. THERE'S NOT ENOUGH WARNING FROM ATC ...OFTENTIMES THE REQUESTS CANNOT BE COMPLIED WITH. AIRPORT X IS PARTICULARLY DIFFICULT. MORE INF
AUTOMATION MANAGEMENT IS A CRITICAL MANAGEMENT IS IT UP TO THE TASK, COCKPIT RESOURCE MANAGEMENT , ADVANCE QUALIFICATIONS,
ATC IS OVER-LOADED; EQUIPMENT FAILURE IN THE ATC SYSTEM; TOO MANY AIR LANES FOR THE SYSTEM TO

D3A
THE BIGGIST PROBLEM THAT I HAVE ENCOUNTERED IS AIR TRAFFIC CONTROLLERS HAVING TO WORK MULTIPLE FREQUENCIES DURING WHAT MIGHT BE CONSIDERED PERIODS OF LOW DENSITY .I AM A AIR CARRIER X PILOT I FLY AT NIGHT. I FREQUENTLY ENCOUNTER CONTROLLERS THT ARE WORKING MULTI
MORE QUESTION ABOUT AIR TRAFFIC CONTROL
R THINKS THE A.T.C SYSTEM CAN BE IMPROVED BY PROPER FUNDING OF THE A.T.C FACILITIES RADAR DOPPLER WINDSHEAR WARNING SYSTEMS AT THE AIRPORTS BOTH IN THE UNITED STATES AND IN FORIEGN COUNTRIES- THE LATEST COMPUTER TECH. CAN HELP THE INDIVIUALS OPERATING IN
SOMETIMES THE CONTROLLERS ARE TRYING TO TAKE OFF AND LANDING TOO QUICKLY, CONGESTION AT BIG AIRPORTS ARE A PROBLEM
PILOT FATUGE
PILOT FATIGUE
CREW REST ISSUES AND CONTROLLERS REST. ARE THEY OVER WORKED AND HOW MUCH STRESS ARE THEY
CONCERNS ABOUT NON-STANDARD AIRPORTS. EX: [AIRPORT X], [AIRPORT X], [AIRPORT X]
BIG SPEED DIFFERENCES BETWEEN REGIONAL JETS AND AIRCRAFT TYPE X IN TERMINAL AREAS
FATIGUE
CREW DUTY TIME, LINE CHECK, TSA AND CREW SCREENING
WHY THEY DON'T DE-ICE AIRPLANES BY DEPARTURE RUNWAY DURING HEAVY PRECIPITATION
PILOT TIME SCHEDULE IS CRITICAL, EACH MORNING GETS EARLIER & EARLIER., TIME ZONES & BODY CLOCKS
FATIGUE, ATC CHANGING RUNWAYS CLOSE IN, NIGHT FLYING, UNMANNED AIRPORTS WITHOUT ATC AND WITH SMALL COMMUTER AIRCRAFT, NO FIRE AND RESCUE, TCAS IS NEEDED, ATC TRAINING
NONE COME TO MIND AT THIS TIME, FREQUENCY CONGESTION IS DEF. A PROBLEM AND TRAFFIC CONDITIONS IN CERTAIN PARTS OF THE COUNTRY BUT THOSE ARE THINGSTHAT HAPPEN ON A CONTINUAL BASIS
ATC HANDLING, WAKE TURBULENCE NOT EDUCATED OUT TO THE PILOTS
NAVIGATION AIDS, TIME OF DAY THAT FLIGHTS ARE CONDUCTED
FAA -TOO BUREAUCRATIC
CREW FATIGUE-
FREQUENCY CONGESTION DURING PEAK TRAFFIC TIMES, HAVING TO WAIT TO LONG TO ESTABLISH CONTACT DUE TO FREQUENCY CONGESTION
AIRPORTS THAT DO NOT ILS, AVIATION TRUST FUND IS NOT BEING USED FOR WHAT IT SHOULD BE USED FOR
SOME SMALLER AIRPORTS ARE UNMANNED WHEN PLANES ARRIVE
TOO MUCH CONGESTION FROM ATC, NO REASON TO SWITCH FREQUENCIES AMONGST CENTER CONTROLLERS, PILOT IDENTIFICATION AND WHAT THEY CARRY ON BOARD, NO NEED FOR SECURITY OVERSCREENING OF PILOTS, BIOMETRIC IDENTIFIERS, KEYBOARD CADENCE, MORE BAGGAGE SCREENING
SHORT RUNWAY AND HIGH DENSITY-VOLUME OF AIR TRAFFIC PARTICULARLY AT AIRPORT X AND AIRPORT X, LOCATION X AIRPORT ARE HARZARDOUS OR POSE SERIOUS SAFETY PROBLEMS, ESPECIALLY FOR INEXPERIENCED PILOTS
INTERNAL COCKPIT DISTRACTION. 2. ATC & PILOT ATTITUDE TOWARD EACH OTHER
SECURITY AND AIR RAGE
SECURITY THAT IS IMPOSED US.
EXTREMELY LONG GROUND DELAYS LEADING TO FATIGUE DUE TO ATC SATURATION WHICH CAN LEAVE A CREW TIRED
LOCATION X WEATHER INFO VIA AIRPORT X & AIRPORT X DO NOT HAVE UP TO DATE WEATHER INFO; SOMETIMES 2-DAYS OLD; BETTER INFO NEEDED WHEN FLYING AIRCRAFT TYPE X AIRCRAFT
WHEN OPERATING AT A SLOWER AIRSPEED YOU ARE BEING INEFFICIENT AND BURNING MORE FUEL
WIG WAY LIGHTS ARE OF NO VALUE PRIOR TO LANDING, AMBER LIGHTS AT LAND AND HOLD SHORT
QUALITY OF AIR TRAFFIC CONTROL ,POOR SERVICE IN FREQUENCY CONGESTION

D3A
THE WHOLE SECURITY ISSUE NEEDS TO BE LOOKED AT PASSENGER-FLIGHT CREW SCREENING PRIOR TO
INADEQUATE GROUND SECURITY FOR CARGO AIRCRAFT
INTEGRATION BETWEEN CENTER CONTROLLERS AND THE TOWER CONTROLLERS AND TRAFFIC FLOW IS POOR DUE TO BAD COMMUNICATION, LOCAL CONTROLLERS AREN'T COMM. BETWEEN TOWER CONTROLLERS
CONTROLLERS USING MULTIPLE FREQUENCIES SIMULTANEOUSLY
SECURITY AT AIRPORT FOR FLIGHT CREW IS RIDICLIOUS.
AIRPORT X - TAKE OFF AND LANDING SPACING
PILOT FATIGUE ISSUES & INT'L ATC NOT SPEAKING ENGLISH LANGUAGE
CONTROLLER TRAINING NEEDS TO BE ADDRESSED ESPECIALLY WITH AIPORT X, NEED AUTOMATION IN COMPARISON WITH AIRPORT X AND AIRPORT X
ASK HOW MANY TIMES HAVE YOU ARRIVED AT THE RUNWAY BUT NOT CLEARED ON THE RUNWAY AND YOU DISCOVERED YOU DIDN'T HAVE ALL YOUR TAKE-OFF ITEMS CHECKED.
CREW REST
TEH TYPE OF SEPERATION TO THE TRANSPORT CATEGORY SMALLER PLANES NEED MORE SPACE THAN THEY DEEM NECCESSARY
SECURITY AND SAFTY
CARGO AIRCRAFT ARE NOT EQUIPPED AND IN SOME AREAS INTERNATIONAL AIRSPACE LEAVES A LOT TO BE DESIRED, LACK OF CLARITY IN CLEARANCES, POOR ENGLISH
THE CLOSE PROXIMITY OF SMALL AIRCRAFT NEAR AIRPORTS IS A PROBLEM AND A SAFETY ISSUE.
MIXING EXTREMELY DIFFERENT TYPES OF PLANES IN A BUSY APPROACH ENVIRONMENT (SMALL VS LG PLANES) IS NOT SAFE, IT IS OVERCROWDED. APPROACH AIRSPACE SHOULD BE SOLD ON SUPPLY AND DEMAND BASIS... FREQUENCY CONGESTION COULD HAVE MORE TIME SPENT ON THAT.
ATC CONTROLLERS PRESENTING THEMSELVES OVER THE RADIO, ATIS REPORTS
GROUND CONFLICTS WHEN CROSSING TAXIWAYS
PILOT FATIQUE
ATC AT SOME AIRPORTS NOT GETTING ARICRAFT OFF THE GROUND QUICK ENOUGH AFTER DE-ICING
UNSAFE -LANDING WITH A TAIL WIND
NEED TO REASSES HOW TO MANUVER TRAFFIC FLOW IN BAD WEATHER CONDITIONS
SPACING PROBLEMS AT MAJOR AIRPORTS DUE TO CONGESTION
MAYBE ASK A QUESTION ABOUT WHETHER PEOPLE ARE HELPING YOU SO MUCH THAT IT HURTS--THERE'S A FINE LINE WITH ATC BETWEEN HELPING YOU OR PUTTING YOU IN A SQUARE CORNER;AVE YOU BEEN HELPED SO MUCH IT'S DETRACTED FROM YOUR SAFETY
REDUECED VERTICAL SEPARATION M PROCEDURES NEED TO BE ADDRESSED. USED TO HAVE 2000 FEET NOW HAVE ONLY 1000 FEET.
FREQUENCY CONGESTION
PRM APPROACHES ARE THEY REDUCING SAFTETY, REDUCED SEPARATION AMONG PLANES
THE 30 DAY PARAMETER RULES OUT A LOT OF INCIDENTS
RUNWAY INCURSION; LAYOUT OF SOME RUNWAYS AND TAXIWAYS CAN BE CONFUSING (IE, [AIRPORT X], [AIRPORT X], [AIRPORT X]); MARKINGS ARE NOT ALWAYS EASY TO SEE; ATC TALK TOO FAST WHEN GIVING
LAND AND HOLD SHORT CLEARENCES.
DOMESTIC RBSM
DEGRADED SYSTEMS, I.E. DEFERRING REPAIRS-MAINTENANCE OF AIRCRAFT IN ORDER NOT TO INTERUPT AIR SCHEDULE
INTERNATIONAL OVER WATER COMMICATIONS ON H F RADIOS
FREQUENCY CONGESTION SPECIFICALLY IN TERMINAL AREAS
COMMUNICATIONS IN ENGLISH IN FOREIGN COUNTRIES

D3A
AIRPLANE SECURITY-SAFETY IS NOT ASSURED-TAKE ALPA RECOMMENDATION TO ARM PILOTS. USING SAME COCKPIT KEY FOR LENGTHY YEARS -ABSURD. IS PROBABLY DUPLICATED. DOOR CAN BE KICKED IN
PILOT FATIGUE-DUTIE TIME LIMITATION-
CONGESTION IN THE TERMINAL AREA IS CRITICAL. THE RADAR CONTROL ATC USES NEEDS TO BE UPGRADED
DEVELOP MORE DEPTH INTO THE QUESTIONS, PROBLEMS WITH COMMUNICATIONS WITH ATC
THEY SHOULD EXPLORE INCIDENTS ON OPERATIONAL PROBLEMS THAT MAY BE RELATED TO FATIGUE DUE TO INACCURATE REST OR EXCESSIVE DUTY.E
SECURITY OF SCREENINGS
MAINTAINING
AIRPORT CONFIGURATION IS INADEQUATE AT SOME AIRPORTS- PRM APPROACHES INADEQUATE- TRAINING IS INADEQUATE-LEADS TO EMERGENCY CONDITIONS.
ENHANCED GROUND PROXIMITY WARNING.
LANDING & HOLDING SHORT
PROBLEM AIRPORT: [AIRPORT X] GENERAL AVIATION AND TRAINING CONDUCTED ON RUNWAY THAT'S TO CLOSE TO MAIN RUNWAY.
CARGO SECURITY
FATIGUE EFFECTING SAFETY
CREW FATIGUE....FLYING AT NITE YOU WANT TO GO TO SLEEP.
ALLOWING GROUND CONTROL TO NOT READ BACK CLEARANCES, ATC DOESN'T SLOW YOU DOWN WHEN NEEDED
NEW HOLD-SHORT CLEARANCES FOR INTERSECTING RUNWAYS, WHILE HOLDING SHORT OF RUNWAY, ATC REQ'S PILOT TO STAY ON TOWER FREQ. WHILE ON TOWER FREQ, CAPT & F OFCR MAY BE TALKING TO 2 DIFF CONTROLLERS. BETTER TO INSTRUCT CRAFT TO GO 1 STEP FURTHER.
CCONTROLLER DON'T UNDERSTAND ABOUT AIRSPEED
CONGESTION ISSUES AND RUNWAY INCURSIONS
NEED MORE QUESTIONS ABOUT FREQUENCY CONGESTION
AIRCREW SAFETY, HOW CONFIDENT THAT NO ONE CAN GAIN ACCESS TO THE COCKPIT THROUGH THE CURRENT SAFETY MEASURES
IS THE INCREASED CONGESTION IN THE APPROACH AND THE ARRIVAL AREA IN AIRPORTS, WORLDWIDE
COMPLACENCY RESULTING FROM OVERAUTOMATION OF AIRCRAFT, SOME CAN'T FLY WITH BASIC SKILLS DUE TO AUTOMATION
RADIO CONGESTION
WHICH OF THE AIRPORTS HAVE THE MOST DIFFICULT & CONFUSING PROCEDURES
LANGUAGE PROBLEMS (CENTRAL AND SOUTH AMERICA) CONTROLLERS SPEAK BI- LANGO
CROWDED COMMUNICATION W-A.T.C. - STAY SO BUSY
AIRPORTS COMBINING TOWER AND GROUND FREQUENCY DURING OFF HOURS--NIGHTTIME AND EARLY
OVER CROWDING ISSUES & RAMIFICATIONS
PILOT FATIGUE
A FOLLOW UP QUESTION WOULD BE HAVE YOU EVER EXPERIENCE WIND SHEAR IN EXCESS OF TEN KNOTS. THE NEXT QUESTION I WOULD ASK HAS THE ATC SYSTEM PUT TH E PILOT IN A POSITION TO FLY AN UNSTABLEIZED APPROACH WHEN BELOW 1000 FT AGL.
SMALLER AIRCRAFTS AFTER LARGE ONES-ATC 'S RELUCTANCE TO GIVE 2 MINUTE OR DISTANCE REQUIREMENT. ALSO, TENDENCY OF AIRPORTS9ESP.LARGE ONES) TO STAY W-SPECIFIC RUNWAYS WHEN WEATHER PATTERNS WOULD SEEM TO DICTATE OTHERWISW
RADIO AND TOWER CROWDED; NEED MORE FREQUENCY; LANDINGS & TAKE OFF TOO CLOSE
ASK ABOUT STABLIZED APPROACHES AT 1000 AND 500 FEET. ASK HOW MANY PILOTS PUSH THE STABILITY

D3A
GETTING CLEARANCE FROM ATC WHILE THE AIRCRAFT IS ROLLING OUT FOR FREQUENCY CHANGES OR RUNWAY CROSSING.
SIMULAR CALL SIGNS ON THE RADIO
LACK OF RADAR COVERAGE OVER 3RD WORLD COUNTRIES- RADAR A.T.C. HAS NOT ACCURATE ESP., IN SEVERE WEATHER
DUTY TIME-CREW REST
EXPEDITE ON HAVING TCAS ON ALL AIRPLANES
GROUND CONTROL AMENDED DEPARTURE SID WHILE AIRCRAFT TAXING IN LOW VISIBILITY CONDITIONS, I.E. [AIRPORT X]- RUNWAY CHANGES: CLOSE IN BECAUSE OF COMPUTERIZATION PILOTS HEAD DOWN, PAYING LITTLE OR NO ATTENTION TO ACTUAL OUTSIDE VISIBILITY.
SIMILAR CALL SIGNS COMING INTO THE SAME HUBS AT THE SAME TIMES, PILOTS AND ATC SHOULD BE USING STANDARD PHRASOLOGY TO CREATE LESS CONFUSION,
UNRELIABILITY OF THE V.O.R. FOR COURSE OF NAVIGATION UTILIZING RAW DATA NON PERCISE,PARTICIALLY IN LOCATION X.
WORRIED ABOUT AIRSPEED IN THE LOCATION X ERROR NOT REALLY SAFETY RELATED
SHOULD IMPROVEMENTS BE MADE TO THE HF COMMUNICATION METHOSDS OF POSITION REPORTING WHILE ON AN OCEANTIC CLEARANCE
HOW MANY TIMES ARE YOU BEING ASKED TO EXPEDITE DESCENT?, HOW MANY TIMES HAVE YOU BEEN ASKED BY ATC TO INITIATE EARLY DESCENT FROM CRUISE ALTITUDE IN EXCESS OF 60 MILES. HOW MANY TIMES HAVE YOU BEEN ASKED-AND ACCEPTED TAKE OFF AND LANDING CLEARANCE WITH TA
FREQUENCY CONGESTION; AIR TRAFFIC AT HUB AIRPORTS
RE NEW WAY OF NAVIGATING (GLASS COCKPITS, ETC) TAKES SOME TIME GETTING USE TO
PILOT IS CONCERNED WITH HOW FAA ALLOWS DOUBLES STANDARD IN FLYING PASSENGERS VS. FREIGHT
INADEQUATE RADIO COMMUNICATION WITH ATC SOUTH AMERICA
VECTOR AROUND MOUNTAINOUS TERRAIN
COMMUNICATION BETWEEN ATC AND AIRCRAFT
NOISE ABATEMENT PROCEDURES OR TAKEOFF AT [AIRPORT X]
CONGESTION AROUND THE TERMINAL AREA WITH SMALL AIRPLANES
AIRLINE SAFETY CURRENTLY SEVERELY COMPROMISED BY POOR MORAL AND EMOTIONAL DEPRESSION OF PILOTS GIVEN THE POOR STATE OF THE INDUSTRY - WITH POOR EMPLOYMENT CONDITIONS, LAYOFFS, REDUCTION OF SALARIES- WHICH PLACES A LOT OF STRESS ON CREW MEMBERS
GETTING THROUGH SECURITY
THINKS THAT COMMERICAL AIRPLANES SHOULD HAVE T-CAS DOMESTIC
ATC TRYING TO FORCE AIRCRAFT INTO UNSTABILIZED APPROACH POSITIONS.
SLEEP CYCLES OF PILOTS, INTREPRATION OF 8 HOURS PER 24 HOURS
PROXIMITY OF AIRCRAFT LANDING AT CERTAIN AIRPORTS-GIVEN MINIMUN TRAIL CAN GET PRETTY CLOSE-IF MISS BY A MINUTE OR 2 IT IS JUST TOO CLOSE
CREW REST ESPECIALLY ON INTERNATIONAL FLIGHTS(RELIEF CREWS)
AIRPLANES FLYING NON-PRECISION APPROACHES;
DEPENDENCY ON AUTOMATION AND LOSS OF FLYING SKILLS ESP WITH NEW PILOTS-THEY NEED FLIGHT DIRECTOR+AUTO PILOT---UNWILLINGNESS TO TURN OFF FLIGHT DIRECTOR ON VISUAL APPROAACH
AIR TRAFFIC CONTROLLERS AND TOWERS ARE MONITORING TOO MANY FREQUENCIES SIMULTANEOUSLY AND ARE UNABLE TO RESPOND TO OUR REQUESTS WHEN WE RADIO IN.
COMPLEXITY OF AIRLINE CALL SIGNS, (TOO MANY), MISSED CALLS, WRONG AIRPLANES TAKE INSTRUCTIONS OF OTHER PLANES
LANDING HOLD SHORT SOMETHING THAT NEEDS TO DONE AWAY WITH

D3A
HOW OFTEN IS LAHSO ACCOMPLISHED? HOW SAFE IS IT? HAVE YOU HAD PROBLEMS WITH THEM? DO YOU ACCEPT THEM OR TURN THEM DOWN?
LANDING CLEARANCE-SPACING IN LANDING PLANES
NUMBER TIMES THAT ATC- TOWER HAVE GROUND ,AND APPROACH AND DEPARTURE AT THE SAME TIME AT THE SAME
R SAID THERE ARE KEY AIRPORTS THAT THERE IS CONGESTION IN THE TERMINAL AREAESPECIALLY IN [AIRPORT X]
R SAID CONTINUE TO IMPROVE @STANDARDIZED MARKINGS THAT PREVENT RUNWAY OCCURENCES
CONGESTION WITH MULTIPLE NEARBY AIRPORTS NEEDS TO BE STUDIED
COMMUNICATIONS: SPANISH-SPEAKING PILOTS IN THE AREA OF LOCATION X--ENGLISH SPEAKING PILOTS CAN'T UNDERSTAND
SPACING AT ALTITUTUDE WILL GET WAKE TURBULENCE
EXISTENCE OF DIVERSION AIRFIELDS ON THE POLAR ROUTES TO LOCATION X
LACK OF SLOT ALLOCATION AT [AIRPORT X] BECOMING DANGEROUS. INCIDENT IN THE MAKING. [AIRPORT X] ATC ARE GOOD-CAN HANDLE LOAD . BUT [AIRPORT X] AND [AIRPORT X] DISORGANIZED SHOOT FROM HIP APPROACH. HAVE GOTTEN SOMEWHAT BETTER LATELY. SOMETIMES HAVE TO T
FREQUENCY COMMUNICATION BETWEEN PILOTS AND ATC, AND ADDITIONAL WEATHER INFORMATION -BIGGER RADAR PICTURE NEXRAD
DID YOU RECEIVE A FREQUENCY CHANGE, AN ALTITUDE, OR ROUTE CHANGE ALL AT THE SAME TIME? THIS SHOULD BE ASKED.
I HAD A PASSENGER DISTURBANCE BUT DID NOT REQUIRE CREWMEMBER TO LEAVE COCKPIT--STILL A SAFETY
PROBLEM WITH GROUND EQIPMENT AT THE GATE WHILE TAXIING IN TO THE GATE SAFETY ZONE WAS NOT CLEAR
CARGO PLANES SECURITY ISSUES
RAPID UNECESSARY FREQUENCY CHANGES AND CHECKINS
SECURITY- CREW SECURITY SCREENING -DOES NOT MAKE SENSE
FULL REROUTE CLEARANCES WON'T GIVE A PDC OR HARD COPY ON FULL REROUTE, THIS IS A DANGER IN AIRPORT X, CONTROLLERS NEED TO BE AWARE OF CHANGES TO NAVAIDS
COMMUNICATION: HOW THEY ACCOUNT FOR ARRIVALS (NAVIGATION ARRIVALS) IN AND OUT OF AIRPORTS, WHETHER YOUR CLEARED FOR PROFILE OR ROUTING ONLY
ASK HOW MANY TIMES A.T.C ALLOWED DIRECT ROUTING
MAJOR PROBLEM WITH COMMUNICATION W-ATC. NEED TO UPDATE THE SYSTEM. VIA DATALINK.
MORE ATTENTION TO ATC FREQUENCY CONGESTION; SECURITY AROUND THE PLANES IS NOT GOOD
MULTIPLE FREQUENCIES AT AIRPORTS SO THAT INCOMING AND OUTBOUND ARE UNABLE TO HEAR DIRECTIONS
USE OF ENGLIISH BY FOREIRN CONTROLLER AND PILOTS
COCKPIT SAFETY ISSUES, SHOULD INCREASE QUESTIONS ABOUT SECURITY ISSUES, USE OF SKY MARSHALLS, SECURITY OF GROUND PERSONNEL
ATC IN METRO. AREAS ARE UNDERSTAFFED TEND TO DEVIATE FROM ESTABLISHED PROCEDURES AND
WITH THE INCREASE IN THE NUMBER OF SMALLER AIRPLANES AT SOME OF THE LARGER AIRPORTS THAT HAS SEVERELY LIMITED RADIO CAPACITY.
A ACCESS TO CARGO AREA--NOT BEING X-RAYED
NEW REGS RE: VERTICAL SEPARARTION
SLEEP REST ISSUES FATIGUE
FAA OVERSIGHT OF THE NATIONAL AND REGIONAL AIRLINES-UP START AIRLINES
LANGUAGE PROBLEM (STRICKLY FRENCH) SHOULD BE MADE TO SPEAK ENGLISH
TRAFFIC CONGESTION IS MOSTLY WHAT WE SEE IN THE LOCATION X;THE LITTLE JETS TAKE UP AS MUCH ROOM AS THE BIG JETS, JUST AS CROWDED AS X EXCEPT IT'S A DIFFERENT MIX;NOW THERE ARE 2-3 AIRCRAFT TYPE'S INSTEAD OF ONE LARGE JET

D3A
SECURITY
REDUCE VERTICAL SEPERATION RVSM
REDUCE SEPARATION FOR APPROACHES. OVERSATURATION OF ATC IN [AIRPORT X] AND AREA AIRPORTS. HOLDING TIME MAY NOT BE INACCURATE AND WE STRETCH OUR FUEL TIME+NEED TO GO BAACK +GET MORE
FATIGUE ISSUES, IN FLIGHT AND GROUND SECURITY ISSUES,
ALL THE NEW AIRCRAFT HAVE FLIGHT MANAGEMENT COMPUTERS, AND WE HAVE STANDARD ARRIVALS WITH ALTITUDE ROUTING AND AIR SPEEDS, INTO MOST MAJOR AIRPORTS, ATC CONTINUOUSLY MODIFIES AND CHANGES THE VERBAL INSTRUCTIONS WHICH NEGATE THE EFFICIENCIES, INCREASE COM
AIRPORT X DON'T GIVE ENOUGH TIME TO LAND ON THE RUNWAYS
TAXIWAY MARKINGS ARE CONFUSING
ASK ?WHAT'S THE MOST IMPORTANT INCIDENT YOU'VE HAD IN THE LAST SIXTY DAYS MOST DEFINITELY NEEDS TO BE ADDED TO SURVEY
TRAFFIC CONGESTION IS A BIG PROBLEM
SHORT APPROACHES-INSTRUMENT VS VISUAL-TOO MANY PLANES IN SMALL AIRSPACE
AIRPORTS REALLY WANTING TO HAVE PILOTS GIVE VISUAL APPROACHES IN ORDER TO KEEP THEIR FLOW GOING. I MENTIONED THIS PROBLEM PREVIOUSLY.
R SAID MANY PROBLEMS WITH FREQUENCY COGESTION AT SOME AIRPORTS
GROUND CONTROLLERS HAVE TO MUCH CONGESTION
INCREASE OF CREWMEMBERS TAKING CLEARANCES FOR DIFFERENT AIRCRAFT.
REQUIRED TO MONITOR EMERGENCY FREQUENCY; THERE IS A LOT OF ATC FACILITIES THAT CHECK RADIOS ON EMERGENCY FREQUENCY; CAN AND OFTENTIMES HAPPENS WHEN RECEIVING ATC INSTRUCTION
TSA PROCEDURES RELATIVE TO COCKPIT CREW MEMBERS.TAKING RESTROOM BREAKS; REGUARD TO SECRITY AT CHECKPOINTS RELATIVE TO AIRLINE CREWMEMBERS
FLIGHT CREW IS RESPONSIBLE FOR AN INCORRECT ALTITUDE CLEARANCE THAT IS THE FAULT OF ATC; CREW REST FOR NIGHT FLIGHT; SOME TAXIWAY MARKINGS
CONDITIONAL FREQUENCY CHANGES WITH A DELAY WITH REQUEST TO CONTACT THE TOWER, I.E., CALL THE TOWER AT THE MARKER.
FATIGUE ISSUES AND CREW DUTY
CREW REST AND DUTY DAYS
THE USE OF NON STANDARD RADIO TERMINOLOGY, THE US IS PROBA BLY THE WORST CO. IN THE WORLD FOR USING BAD PHRASEOLOGY IT LENDS ITSELF TO THE POTENTENTIAL FOR CONFUSION
FREE FLIGHT AND DATA UPDATE-WHEN IS IT COMING
CONGESTION IN [LOCATION X]
CREW SCHEDULING ISSUES- MANDATORY REST PERIODS
CONCURRENT FREQUENCIES-LANGUAGE BARRIER IN INTERNATIONAL AIRWAYS
CONGESTION TOO MANY PLANES FOR ATC
COCKPIT SECURITY TWO DOORS IN THE COCKPIT, CAMERA USE, AIR MARSHALLS, TRACKING SYSTEM USE, PASSENGER SCREENING SYSTEM
PEOPLE OVER AGE 60 SHOULD BE ABLE TO FLY
CONGESTION ON THE RUNWAYS @ AIRPORTS, ONE OF THE HIGHEST PRIORITY ITEMS THAT SHOULD BE
CONCERNED WITH EARLY MORNING APPROACHES FROM ALL NIGHT FLYING,ARRIVAL TO V F R APPROACHES WITH BHIGH REQUESTED AIRSPEED BY A T C AND INSUFFICENT TIME TO DESENDAND CONFIGURE AIRCRAFT FOR EARLY STABILIZED APPROACHH
PROBLEMS WITH GETTING ANSWER FROM ATC
COMMUNICATION FROM ATC, NOT ABLE TO UNDERSTAND THEM AT TIMES FOR EXAMPLE, WEATHER DEVIATIONS. NEED TO BE CLEARER ON READ BACKS

D3A
CREWMWMBER FATIGUE
IN FLIGHT SECURITY PROTECTION IN COCKPIT
CREW REST
AT CERTAIN LARGE AIRPORTS TAXIING INSTRUCTION CAN BE SOMEWHAT COMPLEX, MADE EVEN MORE CONFUSING BY THE SPEED AT WHICH THE GROUND CONTROLLER COMMUNICATES. SUGGEST CODED TAXIING INSTRUCTIONS IE. LOCATION X WOULD GREATLY SIMPLIFY COMPLEX TAXI ROUTING
CONFUSION OVER GATE AND RAMP FREQUENCY, ATC GIVING TAXI CLEARANCE DURING LANDING, ATC ORDERS PILOTS TO CONTACT ANOTHER ATC, (BONUS RELATED), ALTITUDE CHANGES ARE TOO FREQUENT FOR EFFICIENT AND WASTE FUEL
COCKPIT FATIGUE, AND FLYING ON THE BACKSIDE OF THE CLOCK AND THE LENGTH OF THE DUTY PERIOD WHILE FLYING ON THE BACKSIDE OF THE CLOCK ALL RELATED TO FATIGUE
RUNWAY SITUATIONS AND LOAND AND HOLD SHORT CLEARANCES
THE AMOUNT OF TOTAL TRAFFIC WITHIN CERTAIN TIME PERIODS AT CERTAIN AIRPORTS- CONGESTION
SLEEP DISRUPTION, HOW MANY TIMES HAVE YOU FLOWN AN AIRPLANE THAT DOES NOT HAVE T-CAS?
SPEND SOME MONEY ON COMMUNICATION,
FATIGUE FACTORS
AIR TRAFFIC CONTROLLERS NEED TO BE MORE CLEAR EXPLICIT IN DESCRIBING UNUSUAL TRAFFIC- INFO SOMETIMES SKIMPY BUT NEEDS TO BE FULL AND COMPLETE
CREW MEMBERS INVOLVEMENT WITH TSA
FLIGHT CREWSPROGRAMMING NAVIGATIONAL SYSTEMS WHILE TAXIING:ALSO ESTIMATING WEIGHT AND
SECURITY ISSUES
DEICING PROBLEMS
WHAT COCKPIT CREWS ARE DOING ABOUT TERRORISTS' THREATS
ARM PILOTS-
FREQUENCY CONGESTION (OCCASIONALLY)
ATC IS BEING PRESSED TOO HARD WORKING MORE THAN ONE FREQUENCIES, TOO MANY AIRPLANES IN CONGESTED AREA
CONCERNED ABOUT TAXI PROBLEMS ON THE GROUND, CONFUSING, WORN OUT OR NOT AVAILABLE SIGNS ON THE RUNWAY SHOULD BE ADDRESSED
CALL SIGNS AND AIRCRAFT RADIO FREQUENCIES - SOME ARE TOO SIMILAR
QUENCY CONGESTION, MORE QUESTION ABOUT THIS.
ATC CLEARANCE ON PDC; CHANGE OF CLEARANCE IN BETWEEN STARS TO ACTUAL CLEARANCE.
BIGGEST SAFETY ISSUES -PROBLEMS WITH APPROACH CONTROL ARE GREATEST-MORE QUESTIONS IN THAT AREA-MAJOR AIRPORTS OVER-TAXXED-EVERYTHING IS SO RUSHED
SHORT OVER-NIGHT LAY-OVERS,AIRPORT SIGNAGE NOT CLEARLY DEFINED
FATIGUE WITH CARGO PILOTS
PILOT FATIGUE
NEW AIR CARRIER PILOTS IN TRAINING; WE DONT HAVE ALL THE SUPPORT SYSTEMS THAT OTHER AIRCRAFTS DO; COPYING AN ATIS CAUSES ONE TO BE OFF THE FREQUENCY FOR LONG PERIODS OF TIME, WHICH COMPROMISES SAFETY. COMMUNICATIONS SHOULD BE ADDRESSED MORE.
A T C REQUESTED HIGH APPROACH SPEED AND L A H S O OPERATIONS
RADAR OUTAGES
PASSENGER DISTURBANCES, OFTEN DUE TO INTOXICATION
IN AIRPORT TRFFIC AREA OR BELOW 10,00 FEET,ATC SHOULD CONSIDER ALLOWING DEPARTURE AND ARRIVAL SPEEDS IN EXCESS OF 250 KNOTS TRAFFIC PERMITTING
THERE IS MORE ATIS FREQ. IN THE US. MANY FREQ GO TO ACARS AND CANT GET TO RHE ATIS

D3A
EFFECT OF TSA SECURITY IN AIRPORT ON AIRCREWS. NO RELIEF FOR AIRCREWS-THEY FACE SAME SECURITY AS PUBLIC-OTHER AIRPORT WORKERS HAVE NO SECURITY CHECKS
THE TRANSITION FROM THE EN ROUTE STRUCTURE TO THE ARRIVAL PHASE-IT'S A REAL PROBLEM NATIONWIDE REGARDING TRAFFIC SEPARATION ON ARRIVAL-ALMOST UNIVERSAL EVERYWHERE YOU GO
WEATHER, CREW DUTY AND REST SCHEDULING
PILOT FATIGUE; PILOTN DUTY TIME LIMITS
CONTINUING PROBLEMS WITH GROUND CONGESTION PROBLEMS CAUSED BY ATC, EFFECTS CREW REST AND
FREQUENCY CONGESTION AT THE HUB AIRPORTS CAN BE VERY CRITICAL
MAIN THING IS [AIRPORT X] HAS TWO TOWERS FREQUENCIES - PUT EVERYONE ON ONE FREQUENCIES
FREQUENCY CONGESTION-GROUND CONTROL- HARD TO GET OK TO TAXI AT BUSY AIRPORTS-AIRPORT X IS VERY DIFFICULT
R SAID HE WOULD LIKE TO HAVE THE FLIGHT ENTRE PROCEDURES WITH THE DOORS .2)ASK MORE QUEST.ABOUT IN FFIGHT TUBULANCE. THIS IS VERY DANGEROUS3)THE ATC MANY TIMES THE PILIOTS ROUTE .
I'D LIKE TO FIND OUT ABOUT THE [AIRPORT X] -I KNOW THAT YOU NEED A CODE TO GET IN THERE.IS IT REALLY NECESAARY?ANYONE COULD GET THE CODE AFTER THE DAY HAS STARTED. SHOULD USE A REVOLVING CODE THAT CHANGES DAILY
CARGO AIRCRAFT SECURITY-COCKPIT DOOR NOT SECURE, SO SOMEONE COULD HIDE IN CARGO AREA
THUNDERSTORM DEVIATIONS COULD BE ADDRESSED
DUTY TIME LIMITS, ESPECIALLY FLYING ON THE BACK SIDE OF THE CLOCK; LOTS OF FATIGUE ISSUES
DUE TO THE PILOT SHORTAGE, PILOTS ARE MOVING UP TOO FAST AND HAVE LESS EXPERIENCE THAN IS REALLY REQUIRED. SO, A LOT OF THE PROBLEMS ARE DUE TO THE INEXPERIENCE OF PILOTS. ALSO, AIR TRAFFIC FLOW SUFFERS DUE TO THIS INEXPERIENCE.
LANGUAGE PROBLEMS WITH FOREIGN CONTROLLERS
QUESTIONS ABOUT NON HOLD DELAYS
TOO MANY AIRLINERS IN THE AIR- CONGESTION IN THE AIR
R SAID THERE SHOULD BE SIMPLISITY
PILOT FATIGUE-BODY RYMTHM - ISSUES, E.G. NUMBER OF LAY-OVERS OF MORE THAN 24HRS WITHIN A 2DAY PERIOD, ETC
WEATHER - MORE INCREASED-ACCURATE DATA REGARDING CLEAR AIR TURBULENCE OR TURBULENCE OF ANY TYPE, INCREASED USAGE OR AVAILABILITY OF TERMINAL WEATHER DOPPLER RADAR, ATC PHRASEOLOGY - ATC SHOULD BE REQUIRED TO ACKNOWLEDGE-CONFIRM RECEPTION OF ALL READBACKS
TAXI INSTRUCTIONS ON LANDING ROLLOUT, OVERWELMED WITH INSTRUCTIONS DURING LANDING TAX,I, SIGNAGE ON TXIWAYS
R SAID THE 60 YEAR OLD RETIRERMENT RULE SHOULD BE ELIMINATED
CONTROLLER ADD TO THE COCKPITS WORKLOAD
CREW REST
FREQUENCY CHANGES
FREQUENY CONGESTION(BETTER COMMUNICATION)
COMMUNICATIONS WITH ATC
OVER SPEED DUE TO MOUNTAIN WAVE ENCOUNTER
CONGESTION
WHAT PERCENTAGE OF YOUR FLYING IS DONE AT NIGHT
QUESTION ON FINANCIAL STATUS CAN BE ASKED - THERE ARE DISTRACTIONS DUE TO THE STATUS OF FINANCE WHICH CAUSES THEM TO LOSE CONCENTRATION ON THEIR FLYING.
AIRCRAFT TRAFFIC CONGESTION RESTRICTING THE ABILITY TO MANAUVER AROUND HAZADOUS WEATHER
THE GROUND CONTROLLERS OR AIRBORNE CONTROLLERS WORKING MULPTIPLE FREQUENCY "I THINK IT IS

D3A
SPEED CHANGES NEED TO TAKE PLACE FURTHER AWAY FROM THE AIRPORT SO YOU CAN SLOW DOWN
CREW FATIGUE
HOW PEOPLE FEEL ABOUT PRM APPROACHES
SOME FREQUENCY CONGESTION
CONTROLLERS ARE DIRECTING US TO BE TOO HIGH ON APPROACH AND ALSO TOO SLOW TOO FAR FROM THE AIRPORT. AIR SPEEDS ARE BEING GIVEN WHICH CANNOT BE ACCOMMODATED BY THE PLANES.
FLYING TO LEVEL OFF EXCEEDS 1000 FEET PER MINUTE ON THE AUTOMATED SYSTEMS, AND THE SOFTWARE SHOULD BE CHANGED NOT TO EXCEED 1000 FEET PER MINUTE
PROBLEMS W-FREQUENCY CONGESTION, PILOT FATIGUE APATHY
I WOULD ASK ABOUT TRAFFIC DENSITY. THIS SHOULD BE ADDRESSED IN THE FUTURE.
CREWMEMBER FATIGUE ON LONG FLIGHTS
CREW FATIGUE
HAVING DIGITAL ACARS ON BOARD, NEED MORE ATC CONTROLLERS AT [AIRPORT X], ACARS TYPE SYSTEM FOR TALKING TO ATC, CREW REST AND DUTY TIME,
ATC CLEARANCE CHANGES IN WEATHER CONDITIONS, SEPARATION AND SPACING DURING WEATHER
CONGESTION AT THE AIRPORTS--IT'S VERY TIGHT AND CLOSE TOO OFTEN
STRESS CAUSED BY SECURITY NECESSITIES & MEASURES THAT ARE BEING TAKEN
COMMUNICATION WITH GROUND CREW WHEN PUSHING BACK FROM GATE. THEY MAY HAVE POOR HEADSET, BROKEN HEADSET. HAND SIGNALS VERY DIFFICULT. ALSO, SOME FOREIGN CARRIERS DON'T SEEM TO UNDERSTAND STANDARD ENGLISH.
CONVERVING VISUAL APPROACHING AT HIGH DENISTY AIRPORTS
PILOT FATIGUE
PILOT FATIGUE & CIRCAIDIAN RHYTHMS
I WOULD LIKE TO SEE THEM PAY MORE ATTENTION TO FATIGUE ISSUES. TAKE THE COFFEE POTS OUT OF THE CONTROL TOWERS OR AT LEAST ELIMINATE THE SUGAR SO THE CONTROLLERS WILL NOT BE SO MOTOR-MOUTH AND RAPID FIRE OFF CLEARANCES AT 5AM IN THE MORNING.
CREWMEMBER FATIGUE
TRAFFIC CONTROL CENTER SAYS THERE IS A LOT OF RADIO TRAFFIC.THEY HEAR THE CONTROLLER BUT DON'T HEAR ON THE OTHER SIDE.
REDUCE SEPERATION GOING INTO AIRPORTS, NOISE ABATEMENT PROCEDURES
CREW CONFLICT AND LANGUAGE BARRIERS,
R SAID THAT SECURITY MUST HAVE ASYSTEM IN PLACE TO SECURE AIR CARGO. IT IS VERY EASY TO PUT EXPLOSIVES ON LARGE [AIRCRAFT TYPE X] PLANES
CONGESTION ON FREQUENCIES IN DAYLIGHT TIMES
ATC AND AIRLINE MINIMUM FUEL REQUIREMENTS TO SAVE GAS
GROUND SURVELLIANCE RADAR OPERATING AT AIRPORTS
INERESED IN SAFETY ISSUES AT THE FOLOWING AIRPORTS: -[AIRPORT X] CLOSE PROXIMITY OF OTHER IARCRAFT ON FINAL; [AIRPORT X]-CLOSE PROXIMITY OF OTHER AICRAFT ON FINAL AND SHORT RUNWAY-NOISE ABATEMENT PROCEDUES; [AIRPORT X] -SHORT RYNWAYS, DEPARTURE PROCEDURE
SECURITY
CARGO SECURITY
QUESTIONS ABOUT THE ATC COMMUNICATION PROBLEMS; CONTROLLERS WORKING TOO MANY FREQUENCIES; TAKES TOO MANY TIMES FOR ATC TO RESPON; ATC OS OVER TAXED
FREQUENCY CONGESTION
ATC OFTEN GIVES MULTIPLE CLEARANCE CHANGES AT THE SAME TIME SUCH AS HEADING, ALTITUDE, AND FREQUENCY CHANGES ALL AT THE SAME TIME. THIS CAUSES CONFUSION IN THE COCKPIT.

D3A
A BIG ISSUE IS FREQUENCY CONGESTION WHEN A PLANE IS ON THE GROUND. IT IS DIFFICULT TO COPY ATC DIRECTIVES WHILE ON THE GROUND AND IT IS ALMOST IMPOSSIBLE TO GET ATC TO REPEAT COMMUNICATIONS.
OVER CONGESTION OF AIR SPACE & ALSO THE PENDING CHANGE TO "RVSM"
ATC CLEAR ME TO ALTITUDES IF IT WASN'T FOR ATIS R WOULD HAVE HAD A PROBLEM.
FATIGUE PROBLEMS-SYSTEMS WITH DIFFERENT COMPANIES & UNIONS, ALSO MEAL FREQUENCY
PROBLEMS WITH AIRPORT X APPROACH CONTROL; KEEP YOU HIGH; TRY TO SLOW YOU DOWN; TOO FEW CONTROLLERS TOO MANY FREQUENCIES
SECURITY SHOULD BE INCLUDED; TRAFFIC PATTERNS OF SEQUENCING AND SPACING IS OF UTMOST IMPORTANCE I.E. [AIRPORT X]; AIPORT FACILITIES AS TO SAFETY AND EFFICIENCY.
SECURITY OVERLAPPING SECURITY SCREENING
TREATMENT RECEIVED FROM SECURITY PERSONNEL IS UNPROFFESIONAL TO FLIGHT CREWS
IS THERE MORE TECHNOLOGY AVAILABLE TO ASSIST WITHIN THE COCKPIT
UNDOCUMENTED JUMP SEATERS, PARTICUALRY SINCE X, THAT HAVE NOT HAD BACKGROUND CHECKS.
CLEARANCE CHANGES IN WEATHER & INABILITY TO COMMUNICATION WITH ATC IN OTHER SITUATIONS
FMC
ASK MORE ?'S ABOUT MAINTENANCE
WINDSHEAR ADVISORIUES NEED TO BE EMPHASIZED BY ATC.
SEPERATION APPROACHES
THE DUTY LIMITS OF PILOTS
PILOT FATIGUE, HARD TIME FLYING REQUIREMENTS
NEED MORE RUNWAYS-- ALL CARGO SHOULD HAVE TCAS-- SMALL AIRCRAFT SHOULD HAVE T-CAS AND LANDING LIGHTS ON DAY +NIGHT.
CONTROLLERS GIVE THE CLEARANCE BUT SOMETIMES YOU CAN'T COMPLY WITH THE CLEARANCE
COMMUNICATION PROBLEMS BETWEEN ATC AND AIRCRAFT AND SPEED OF TRANSMISSION AND FREQUENCY OF SPEAKING, SHOULD ADD DISCLAIMER TO SURVEY INTRODUCTION
CREW REST ISSUES AND DUTY TIME , TOO MANY PEOPLE WORKING THAT ARE FATIGUED
ATC FREQUENCY CONGESTION-CONTROLLERS WORKING MULTIPLE FREQUENCIES, BUT NOT BROADCASTING ON ALL OF THEM. THEREFORE ,WHILE YOU ARE TALKING TO THEM, YOU MAY NOT GET ANY RESPONSE BECAUSE THEY ARE ACTUALLY TALKING TO OTHERS ALTHOUGH YOU ARE NOT AWARE OF THIS
CONGESTION TOO MUCH. EITHER PLANES OR ON AIR
TRAFFIC SATURATION, NOT ENOUGH RUNWAYS. EXAMPLE AIRPORT X
SECURITY SCREENING
ATC TRAFFIC CONGESTION AND TERMINAL AREAS TRAFFIC CONJESTION
BIG AIRPORT CONGESTION, FLIGHT PROBLEMS WITH WEATHER,
THE DELAY SYSTEM DURING ADVERSE WEATHER-IT APPEARS AS THOUGH THE ATC SYSTEM IS NOT A S PROPERLY EQUIPPED OR EFFICIENT IN HANDLING THE MOST MINOR OF WEATHER INCIDENTS, PARTICULARLY IN THE NE
MANAGMENT FLYING THAT MAMAGEMENT PILOT ADEQUATE CURRENCY
TERMINAL CONGESTION- ATC NOT REPEATING
AIR TRAFFIC CONGESTION AT MAJOR AIRPORTS
SATILLITE SHOULD REPLACE HF FOR EN ROUTE COMMUNICATIONS ACROSS THE ATLANTIC
COMMUNICATIONS PROBLEMS VERY CONGESTED @ SOME MAJOR AIRPORTS-TOWER FREQUENCIES AND GROUND FREQUENCIES ARE NOT SEPARATE
DUTY TIMES AND FATIGUE
RBSM R SAID ADDRESS SEPARATION OVER 30,000 FEET (2000 SEPARATION)..ADDRESS THE CONGESTION AT AIRPORTS.THE CONTROLLER MUST BE TRAINED IN THE APPROACHES .EXAMPLE CONGESTION AT BOTH [AIRPORT
THE STATEMENT IS THAT THE PAST 30 DAYS ARE NOT INDICITIVE OF MY CAREER

D3A
R NAV APPROACHES
IN [AIRPORT X] THE GROUND CONTROLS BOTH SIDES OF THE RUNWAY--THE ONLY AIRPORT IN THE SYSTEM WHERE THIS OCCURS-A MAJOR SAFTEY PROBLEM CONTRIBUTING TO RUNWAY INCURSIONS;RECOMMEND TOWER CONTROLLING AREA BETWEEN RUNWAYS
COMMUNICATION AIR TO GROUND-MAINLY TERMINAL AREAS
AIRPORT X GROUND CONTROL SATURATION
AT BIG AIRPORTS WHEN THER ARE TWO COTROLLERS (GROUND CONTROL) USE TWO FREQUENCIES DIVIDE FOR THE WHOLE AIRPORT CAN'T HEAR AND THIS HAPPENS WITH THE TOWER ALSO
LEVEL OF COMMUNICATIONS OVER 1 FREQUENCY-CAN'T REPLY CAUSE SO MANY ON 1 FREQUENCY
INTERNATIONALLY YOU COULD MAAKE IT SO PEOPLE WILL SPEAK ENGLISH BETTER
MINIMUM REQUIRED REST REGULATION # 121.465 SUB PART Q OR 121.471NOT ENOUGH TIME TAHT IS REQUUIRED TO BE DONE ON YOUR REST TIME.
TWO SOUTH WEST COMMERCIAL AIRPLANES TAKE OFF FROM LOCATION X ,WIND SHEAR REPORTED ABOVE 15
CREW REST REQUIREMENTS
NOT ASK QS ABOUT L.A.S.O.
FATIGUE ISSUES AND DUTY TIME, CORPORATE CULTURE-BUSINESS BEFORE AVIATION
WHY DO WE HAVE TSA'S? MONEY SHOULD BE SPENT IN OTHER WAYS
BETTER COMPUTERS AND ROUTING TO KEEP BETTER TRACK OF PLANES WHENEVER THE WEATHER IS BAD THE COMPUTERS SHUT DOWN
PILOT FATIGUE - INADEQUATE CREW REST PERIODS AND DUTY SCHEDULE
CREW DUTY TIME
GROUND SECURITY ALONG WITH BOMB THREATS
GROUND STOPS ARE DONE ARBITRARILY.
ACCOUNTABILITY BY THE OWNER-OPERATORS
PILOT FATIGUE
AIRPORT SECURITY. SECURITY ARMS THE COMMERCIAL PILOTS BUT DON'T GIVE THEM TO CARGO
INEPTINADIQUATE INCONSISTANT SECURITY SCREENING
TRAAFIC CONGESTION IS GETTING BAD AGAIN AT MAJOR AIRPORTS; MANY PILOTS AND ATC CONTROLLERS ARE NOW RETIRING AND BEING REPLACED WITH INEXERIENCED SUCCESSORS.
FATIQUE RELATED SAFETY PROBLEMS-LONG DUTY DAYS
NOISE ABATEMENT PROCEDURES
FEDERAL GOVERNMENT COMPLETELY NEGLIGENT WITH THE UAS.
AIRPORT MARKINGS- STANDARDIZED SIGNAGE.
CONGESTION ON GROUND CONTROL FREQUENCIES
CONTROL TOWER QUESTIONS AND AIR TRAFFIC CONTROL ARES
AIR CARRIER X PILOTS FLYING AIR CARRIER X PLANES WITH NO KNOWLEDGE OF THE NAVIGATION SYSTEM , CONTINUED ABOVE
SAFTRY ISSUES GOUND CONTROL AT [AIRPORT X] IN COMPLIANCE WITH FARS
SLEEP PROBLEM-WITH DEPARTURE DELAYS OF 4 HRS OR MORE, OVERSEAS FLIGHTS OF 7 HRS TAKE 11+ HRS. THAT IS TOO LONG TO STAY AWAKE AND BE ALERT.COMPANIES SHD BE REQUIRED TO HAVE A 3RD PILOT ABOARD,EVEN IF CO. IS TRYING TO SAVE MONEY.
[AIRPORT X] CHANGES RUNWAY ASSIGNMENTS AIRSPEED. [AIRPORT X] IS A BIG PROBLEM.
TIGHTENING SECURITY ISSUES ON SECURITY
SCHEDULING CONSIDERATION CONCERNING TIME BETWEEN FLIGHTS AND CREW REST.
SECURITY
RUNWAY INCURSIONS - THIS IS A HUGE PROBLEM IN [AIRPORT X] AND OTHER AIRPORTS. THIS IS R'S ONLY BEEF.

D3A
CONGESTION AT MAJOR AIRPORTS IS A PROBLEM IT COMPROMISES FUEL SITUATIONS
ATC NEEDS MORE UP TO DATE EQUIPMENT
HOW ONE FEELS ABOUT THE ADVENT OF RVSM
ATC ASSIGNS ALTITUDE THEY DO NOT RE BACK ASSIGNED ALTITUDE- THIS IS NOT COMFIRMATION. MUST READ BACK AND CONFIRM
A T C CONTROLLER WORKING MORE THAN ONE FREQUENCY AT A TIME
SOME SECTORS IN THE NORTHEAST WHERE THE CONTROLLERS SEEM TO BE HIGHLY LOADED WITH TRAFFIC WHICH MAY OR MAYNOT CAUSE PROBLEMS FOR THE ATC
FURTHER TIME PERIOD : THE TIME PERIOD IS TOO SHORT , IF YOU DID 120 DAYS I COULD HAVE ANSWERED MORE AFFIRMATIVE ANSWERS TO SOME OF THE QUESTIONS.
[AIRCRAFT CARRIER X] AND [AIRCRAFT CARRIER Y] ARE MERGING. THERE ARE, THEREFORE, DISTRACTIONS AND STRESS INVOLVED FOR CREW MEMBERS-ALL OF WHICH COMPROMISE SAFETY.
ASK FLIGHT CREWS ABOUT HOW THEY FEEL ABOUT PASSENGER SCREENING, JAMMING OF AIRCRAFT INTO EVER TIGHTENING APPROACHES AND DEPARTURES
CREWMEMBER FATGUE
TRAINING OF PILOTS
CREW FATIGUE AND DUTY DAY SCHEDULES WITHOUT REGARDS TO CIRCADIAN RYTHUM
MORE ABOUT THE INADAQUATE A.T.C- JUST SHUTING DOWN AIRWAYS FOR NO REASON
CONSTANTLY WORRYING WHETHER PILOT WILL HAVE A JOB
BLOCKED TRANSMISSIONS
ATC UNDERSTAFFED AND OVERWORKED, THE WHOLE SYSTEM NEEDS TO BE REVAMPED
CROWDED FREQUENCIES ARE A GRAVE CONCERN
HOW OFTEN DOES IT HAPPEN THAT WE ARE UNABLE TO COMMUNICATE BECAUSE OF CONGESTION-NOT JUST TIME CRITICAL
FREQUENCY CONGESTION IS HIGHLY ACTIVE AIRSPACE
GETTING TOO CROWDED--I TURN DOWN [AIRPORT X] +SHORT OFTEN. GETS CONFUSING
FREQUENCY CONGESTION, LANGUAGE OUTSIDE OF U.S., TRAFFIC CONGESTIO
ATC CLEARNACES COMING INTO WEATHER-IMPACTED AIRPORTS
ATC SYSTEM ANTIQUATED- AIRPORT X FOR EXAMPLE GIVEN WHAT THEY HAVE DOING OK BUT NEEDS TO BE UPDATED . OVERSEAS COMPUTERS ARE BETTER. MONEY FROM AVIATION TRUST FUND HAS NOT BEEN UTILIZED
WHICH AIRPORT HAVE THE MOST ATC LACK OF COMPANESE
NON TOWER OPERATIONS
THE LAND AND HOLD SHORT PROGRAM
BLOCKED TRANSMISSIONS WHEN TWO OR MORE PEOPLE TALK ON THE RADIO AT THE SAME TIME.
INTERNATIONAL FLYING DIFFICULTY WITH ATC COMMUNICATION LANGUAGE PROBLEMS,INTERNATIONAL AIRSPEED RESTRICTIONS
STRENGTH OF COMPOSITE MATERIALS
FATIGUE
THE CONTROLLERS NEED TO BE MORE CAREFUL GIVING PILOTS THE NEXT CALL SIGN(IN AIRPORT X)- UNAUTHORIZED RUNWAY CROSSINGS WHEN THEY ARE DOING CONSTRUCTION, INSTRUCTIONS ARE GIVEN TOO FAST AND UNCLEAR, ALMOST WENT INTO ACTIVE RUNWAYS
FREQUENCY CONGESTION IS A BIG PROBLEM
THE LIGHTING TO PREVENT RUNWAY INCURSIONS, THE LIGHTING THAT IS INPLACED SHOULD BE STANDARD, ALL AIRPORT SHOULD HAVE HE LIGHT THAT INDICATE WHEN YOU ENTER A WRONG RUNWAY, YOU WERE TOLD TO TAXI A NON ACTIVE RUNWWAY TO WAIT FOR A ACTIVE RUNWAY, LIGHTING
REDUCED REST ,PILOTS FATIGUE

D3A
FREQUENCY CONGESTION IN STUCK MICROPHONES
HIGH SPEED ON SHORT APPROACH; LAST MINUTES CHANGES ON ARRIVAL; LOST OF COMMUNICATION WITH ATC; AIRCRAFTS STACK TOO CLOSE ON APPRAOCH FOR LANDING
FREQUENT CHANGES TO TAXIWAY AND RUNWAY ASSIGNMENTS, ALSO INEFFIENCIES OF ATC-ATC SHOTCOMINGS LEADING TO UNDUE DELAYS-CHANGES
RUNWAY CHANGES AT THE MARKER IS A CONTINUING PROBLEM
I DON'T LIKE HF RADIO BECAUSE WE EXPERIENCE MANY PROBLEMS. ASK PILOTS ABOUT HR RADIOS--I THINK THEY'D LIKE TO GET RID OF IT. SAT COM IS SO MUCH SUPERIOR--BUT I GUESS IT'S TOO EXPENSIVE
THEY NEED TO UPDATE RADAR TECHNOLOGY INTHE ENROUTE TOWER,ALSO FIND ABETTER WAY FOR TRAFFIC TO FLOW IN ON ARRIVALS IN BUSY AIRPORTS
AIR CONTROLLERS FIRING OFF COMMANDS AND RESPONSES SO QUICKLY THAT THERE'S NO CHANCE TO TAXI COMMUNICATE AND OCCASIONALLY HAPPENS AIRBORNE TOO.
RADIO CONGESTION IS A CHRONIC PROBLEM PARTICULARLY ENROUTE, WOULD BE IN FAVOR OF THE RADIO TECHNOLOGY SOLUTION
CREW FATIGUE
TOO MANY TIMES CONTROLLERS WORKING MULTIPLE FREQUENCIES
CREW REST + FATIGUE--ADDRESSS THIS IN PLANNING SCHEDULES
ATC ABRITRARLY CHANGING ROUTES, WITHOUT FIRST COORDINATING WITH THE CREW OR DISPATCHER
TSA THEY WRITE PROCEDURES FOR ALL SIZE AIRCRFT. WRITE PROCEDURES FOR FRONT DOOR +LEAVE BACK DOOR UNLOCKED.
SIGNIFICANT PROBLEMS IN ROUTING AIPLANES ACROSS THE COUNTRY THAT ARE TRYING TO FLY DIRECT
PASSENGER BEING DETAINED FOR WIRE PLYERS
HAVE YOU BEEN ASKED TO MAKE VFR APPROACH WHEN CONDITIONS DO NOT WARRANT
PASSENGERS BOARDING IN COACH BUT REFUSE TO RIDE IN COACH CAME TO BUSINESS SECTION HAD TO MET BY POLICE
FREQUENCY CONGESTION IS A PROBLEM; DATA LINKS, INSTEAD OF VERBAL COMMUNICATION, WOULD BE BENEFICIAL AND SAFER
ATC INSTRUCTIONS TO FOLLOW THE ALTITUDES UPON ARRIVAL IS AMBIGIOUS
ALL AIRPLANES ARE NOT EQUIPPED WITH TCAS AND THIS IS EXTREMELY DANGEROUS,ALSO PILOT FATIGUE
RADIO BLOCKAGE WHEN TRYING TO REACH ATC, ESPECIALLY ON APPROACH. ALTHOUGH ENGLISH IS THE OFFICIAL AVIATION LANGUAGE YOU OFTEN EXPERIENCE COMMUNICATION IN FOREIGN LANGUAGES, WHICH ENGLISH-SPEAKING PILOTS DON'T UNDERSTAND
OBTAIN INFO ABOUT FALSE WARNING FROM GROUND PROXIMITY WARNING SYSTEMS
GROUND CONTROL AT LOCATION X, COORDINATION FOR ATC WITH GROUND CONGESTION, TOO MUCH GROUND COMMUNICATION
SECURITY ISSUES AT AIRPORT & ON AIRCRAFT. CAPTAIN'S AUTHORITY ISSUES. SEQUENCING ON APPROACH RE-MIN. SPACING & DIF. SIZE AIRCRAFT
NOT ENOUGH GAS ON BOARD FOR OPTIONS
EXPAND THE QUESTIONS. ON ATC - EN ROUTE ATC IS FINE, DURING THE APPROACH PHASE CONGESTION WITH ATC IS A PROBLEM
WHEN CROSSING PACIFIC REQUIRED TO USE HIGH FREQUENCY WHICH IS OUT OF DATE, BACKGROUND NOISE
RADIO FREQUENCY SEPARATION IS A BIG PROBLEM. ATIS FREQUENCIES ALSO HAVE CONGESTION.
VOR'S NO DME EQUIPMENT AT AIRPORTS
COMMUNICATION AT ALTITUDE REGARDING WEATHER -PROBLEM WITH FREQUENCY CONGESTION IN CONJUNCTION WITH WEATHER DEVIATIONS
FATIGUE - FREQUENCY CONGESTION W-A.T.C., MAINTENANCE

D3A
TAXI CLEARANCES FROM THE TOWER WHILE YOU'RE STILL ROLLING OUT FROM LANDING.
ONE PERSON WORKING TOWER AND GROUND ,WHICH IS VERY UNSAFE
ATC TALKING ON ANOTHER FREQUENCY AND WE CAN'T HEAR THEM, WE SOMETIMES GO OUT OF RANGE
[AIR CARRIER X] CRASH IN [LOCATION X]
MAINTENANCE WITH REDUCTION IN INCOME OF CARRIERS NEED TO BE LOOKED AT
NUMEROUS CONFLICTING ATC DIRECTED SPEED CHANGES BOTH BY CENTER AND APPROACH CONTROL AND BY CONFLICTS OF BEING TOLD TO SPEED UP AND NEXT PERSONS SAYS SLOW DOWN. OVER CONTRILLING EYE APPROACYH CONTROLLERS ON VISUAL APPROACHES.
CARGO SECURITY-PAYLOAD WEIGHTS
POOR SECURITY IN GENERAL AND INCOMPETENT SECURITY PERSONNEL WHO HARRASS US WHILE WE'RE TRYING TO GET TO WORK. THIS HAS A NEGATIVE IMPACT ON SAFETY WHILE WE'RE FLYING-BAD WAY TO START A FLIGHT.
LARGE AIRPORTS DURING LATE SHIFT HAVING ONE CONTROLLER DURING MULTIPLE FUNCTIONS, SOME FACILITIES DO NOT HANDLE WAKE TURBURLENCE SEPARATION PROPERLY,
ISSUES ON FATIGUE
R SAID THERE WILL ALWAYS BE HAND FLYING SKILLS NEEDED FOR PILIOTS. R SAYS PILIOTS RELY ONAUTOMATED TRAINING
REST PERIODS ARE INADAQUET FORBACKSIDE OF THE CLOCK
INCREASING THE RETIREMENT AGE
ASK IF THE PILOT WE ARE TALKING TO RE THE LAST 60-DAYS HAS ACTUALLY FILED A NASA REPORT; NASA SHOULD FOLLOW-UP ON THAT
ARRIVALS ARE GETTING MORE INVOLVED WHICH REQUIRE MORE ATTENTION INSIDE THE AIRCRAFT AT THE EXPENSE OF ATTENTION DEVOTED OUTSIDE THE AIRCRAFT IN CONGESTED AREAS..
LOW VISIBILITY APPROACHES
PDC...SOMETIMES WHAT WE GET ON THE PDC IS DIFFERNENT THAN WHAT WE GET WHEN TAXIING OUT AND THERE IS NO WAY OF VERIFYING.
PILOT FATIGUE
IN THE NORTHEASTERN CORRIDOR I HAVE EXPERIENCED HAVING TO DIVERT BECAUSE THEY HOLD US TOO LONG TO CONTINUE TO OUR DESTIANTATION, WE RUN OUT OF FUEL -AND WEATHER IS NOT A FACTOR
FLIGHT CREW DUTY TIME AND REST REGULATIONS FOR INTERNATIONAL FLAG CARRIERS
COMMUNICATIONS OVERLOAD AT PEAK TIMES AT AIRPORTS;EVERYBODY STEPS ON EVERYBODY
FATIGUE: LONG DUTY DAYS; LACK OF ADEQUATE CREW REST POSITIONS; HAVING TO LEAVE AN ASSIGNED FREQUENCY TO DO NON-ATC COMPANY COMMUNICATIONS; USE DATA LINK COMMUNICATIONS FOR NON-ATC; DECONFLICT SIMILAR CALL SIGNS
SECURITY.
SPEED AND ALTITUDE CONTROL IN THE TERMINAL AREA.
IF SAFETY COMPROMISED BY CAPACITY CONSTRAINTS
INCREASED TRAFFIC
FATIGUE ISSUES CREW FATIGUE SCHEDULER, ATC DISREGARD FOR WAKE TURBULENCE BEHIND HEAVIES, MAINTENANCE NOT BEING PERFORMED AT REGULAR INTERVALS
0N THE AIRCRAFT TYPE X CAUSES SEPARATION PROBLEMS BECAUSE FINAL APPROACH SPEED IS FASTER THAN OTHER AIR PLANES
ATC NOT GIVING APPROVAL TO DEVIATE AIRCRAFT DURING THUNDERSTORM. A-C WAS STRUCK BY LIGHTNING BECAUSE A-C DID NOT GIVE OK TO DEVIATE
LANDING AND HOLDING SHORT OF THE RUNWAY AND THEN HAVING TO GO AROUND
[AIRPORT X] TAXIING TO RUNWAY [AIRPORT X] RIGHT CONFUSING INSTRUCTIONS ON THE CODED DEPARTURE ROUTE, AT NIGHT POORLY LIT

D3A
CREW COORDINATION CRM, DUTY TIME
ATC WHERE THEY ARE PROVIDING CLEARANCE DELIVERY AND SEVERAL OTHER FUNCTIONS. NEED TO BE MORE SPECIFIC IN THE HAZARDS.
CHANGES IN OCEANIC CLEARANCES ONCE AIRBORNE
SCHEDULING ISSUES
LONG TERM EFFECTS OF CRM
COCKPIT DISTRACTIONS
ATC SYSTEMINEFFICIENT & TECHNOLOGICALLY OUTDATED
MORE QUESTIONS ABOUT SECURITY ISSUES -FEDERALIZATION OF THE SECURITY FORCES,
PILOT TO CONTROLLER COMMUNICTIONS- IN NE OF US. GIVE ALTITUDE CHANGE IN SAME BREATH AS FREQUENCY CHANGE
FAA REQUIREMENTS GOING OVER 200 KNOTS IN ORDER TO AVOID TCA, HIGHER SPEED DEPARTURES ABOVE 250 KNOTS CLASS C AIR SPACE IN LOCATION X AREA, CONCERNED WITH SAFETY OF HIGH SPEED DEPARTURES
30-IN 7 ABUSE BY AIRLINE MANAGEMENT.FATIGUE DUE TO ABUSE
RADIO CONGESTION IS INCREASINGLY A PROBLEM; NEED TO RE-ENFORCE "READ-BACK, FEED-BACK" DISCIPLINE; AND CLARITY OF SIMILAR SOUNDING CALL-SIGNS
WORK LOADS OF CREW MEMBERS
FATIGUE IS A BIG PROBLEM THE REST AREAS ARE NOT AVAILABLE
MORE SAFETY QUESTIONS
CONTROLLER BECAME FRUSTRATED WITH FREQUENCY CONGESTION ON A GROUND LEVEL.
MORE QUESTIONS ABOUT HIGH AND FAST, FATIGUE ISSUES AND LONG HOURS OF FLYING
FREQUENCY CONGESTION. THERE ARE SOLUTIONS OUT THERE.
IN [AIRPORT X] YOU CANT TIMELY INFORMATION ABOUT THE ARRIVAL PROCEDURE AND RUNWAY
THE TCAS SYSTEM COULD USE A CLOSER STUDY--A LOT OF TCAS EVENTS ARE OCCCURRING AND DON'T GET REPORTED IN THE SYSTEM
MAJOR AIRPORTS NEED BETTER LIGHTING. SHOULD HAVE STOP BAR LIGHT AT EVERY INTERSECTION+NOT MOVE TILL TURN GREEN. PILOTS SHOULD BE ARMED
HOW DO YOU FEEL ABOUT A GUY LIKE ME FLYING AROUND IN THE MIDDLE OF THE NIGHT WITH NO T-CAS? IT SHOULD BE SIZE AND SPEED OF AIRPLANE NOT HOW MANY PASSENGERS. HOW DO YOU FEEL ABOUT A GUY WHO HAS BEEN UP FOR 24 HOURS FLYING OVER YOUR HOUSE?
SAME FLIGHT #'S DIFFERENT AIRLINES-SAME CALL SIGNS
WAKE TURBULANCE AT CRUISE ALTITUDE; PILOT FATIGUE (HUMAN FACTOR)
CONTROLLERS ARE STARTING TO GET INVOLVED IN THE WEATHER CONDITIONS, THEY ARE LIKE CHILDREN TRYING TO DIRECT ADULTS. THE PILOTS HAVE DECADES OF EXPERIENCE, CONTROLLERS ONLY HAVE A COUPLE OF YEARS. THEY INADVERTENTLY SEND PILOTS INTO THE WEATHER.
TRAFFIC SEPARATION ON FINAL
BEING LEFT HIGH AND FAST, THEN WE HAVE TO WORK TO GET DOWN AND CORRECT THE MISTAKE OF ATC. NOT SAYING IT'S REALLY THEIR FAULT. BUT DUE TO THE EQUIPMENT THAT THEY HAVE THEY CAN NOT ACCURATELY PUT PLANES TOGETHER.
GROUND PROBLEMS ARE INCREASING WITH RUNWAY INCUSIONS PARTICULARLY AT AIRPORTS WITH WHICH THE CREW IS NOT FAMILIAR--BUT THEY ARE TREATED AS THOUGH THEY ARE FAMILIAR WITH THE AIRPORT.
ABORTED TAKE-OFFS-PILOTS ARE TOO CONCERNED W- FAA'S REACTIONS. WITH OUR SMALL COMMUTERS, OUR F.O.'S ARE OFTEN "GREEN" & SHOULD PROBABLY HAVE REJECTED TAKE-OFFS MORE OFTEN. THEY ARE AFRAID BECAUSE. OF FAA'S RESPONSE
SLOWING DOWN OR HOLDING PATTERN
CONCERNS ABOUT THE CONJESTIONS WHEN DEPARTING AND ARRIVING

D3A
R FLIEES INTERNATIONALLYESP. TO SOUTH AMERICA AND SAYS RADIOS ARE COMPROMIZED
2 PERSON ATC FREQUENCIES OPERATING AT THE SAME TIME
THE WHOLE ASPECT OF SECURITY OF THE AIRCRAFT;AIRLINE MGT'S DISREGARD OF PILOT FATIGUE ISSUES
[AIRPORT X] IS BEING SHORTCUTTEDD BY ATC GIVES PULL UP WARNING FORCING A GO AROUND, ATC FORCING TOO HIGH AIRSPEEDS AT [AIRPORT X], LESS COOPERATION TO AVOID WEATHER
SECURITY AT AIRPORTS-IT'S NON-EXISTENT
TRAFFIC SEPARATION IN THE AIRPORT
RECENT IDENTIFICATION AND SIGNAGE AT [AIRPORT X] AND CONTROLLERS NEED TO SLOW TRANSMISSIONS
YOU NEED TO TALK MORE ABOUT PASSENGER DISTURBANCES ON THE GROUND,IN THE AIR OR WHILE LANDING
SCREENING OF CHECKED BAGGAGE. THE COMPETENCE OF THOSE MANNING THE X-RAY MACHINES. AIRCRFT BEING SHOT DOWN ON DEPARTURE OR LANDING.
OPERATIONS IN AND OUT OF [AIRPORT X] IN PARTICULAR THEY END UP LAUNCHING AN AIRCRAFT HEAD-TO-HEAD WITH A LANDING AIRCRAFT QUITE OFTEN
AIRPORT SCREENING FOR SECURITY IS RIDICULOUS
RUNWAY CHANGES ARE A PROBLEM [AIRPORT X] IS COMMON FOR RUNWAY CHANGES THE THING IS WE HAVE TO PROGRAM THE FMS TO ACCOMODATE THE SRUNWAY CHANGES, SO ITS NOT JUST WITHIN 10 MILES MANY TIMES ITS FURTHER OUT, IT S NOT A PROBLEM BUT IT DOES INCREAS
ALTITUDE DEVIATIONS CAUSED BY CHANGE IN ALTITUDE CLEARANCES AFTER ESTABLISHED IN DECENT OR CLIMB
THE SECURITY ISSUE WILL BE WITH US FOR QUITE A WHILE
CREW FATIGUE
TERRORIST PROPLEMS, GROUND SECURITY, CREW REST
CONGESTION ESPECIALLY IN TERMINAL AREAS
SHORTAGE OF PERSONNEL - DOING BOTH TOWER AND GROUND OPERATIONS
LOCATION X HANDLING OF RUNWAY AND TAXI CROSSING SHOULD BE IN EFFECT HERE, BETTER COMMUNICATIONS BETWEEN CENTER CONTROLLERS
SECURITY
DEALING WITH PASSENGERS DURING DELAYS-THEY GET FRUSTRATED
NUMEROUS TIMES ON ARRIVAL THEY WILL BRING AIRCRAFT IN AHEAD OF US-IT'S CAUSED NUMEROUS CONCERNS FOR ME IN THE LAST 6 MONTHS, ESPECIALLY IT [AIRPORT X] -THEY HAVE ME SLOW DOWN TO ACCOMMODATE THEM;THIS IS VERY DANGEROUS
COMMUNICATION BARRIER BETWEEN FOREIGN CONTROLLERS AND AMERICAN PILOTS, GROUND CONTROLLERS AND PILOTS COMMUNICATION IS GETTING CONFUSED
KEEPING TOO HIGH
COCKPIT INTEGRITY FROM THE CABIN. INSTALL STRONGER SECURE DOORS, PROVIDE AIR MARSHALLS IN CABIN. EMPLOYEES SHOULD BE CHECKED FOR HIDDEN WEAPONS
ILS PRM APPROACHES
I DON'T THINK THEY LOOK CLOSE ENOUGH AT WIND DIRECTION IN DETERMINING THE TIME BETWEEN TAKE-OFF REGARDING WAKE TURBULENCE
HOW MANY TIMES HAS ATC BEEN CORRECTED (I.E. CATCH THE READ BACK MISTAKE) BY A MEMBER CATCHING WRONG
PILOT FATIGUE ISSUES
TYPE OF TRAINING HAS TOO MUCH AUTOMATION
AIRPORT X AND AND COMMUNICATION IN ACTIVE AIRPORT OPERATING 2 FRQUENCIES-GROUNG+TOWER AND YOU CAN'T HEAR OTHER FREQUENCY. GROUND + TOWER OPRATION IS UNSAFE AT AIRPORT X-VERY DISTURBING. SO BZ + OVERWHELMED.
FATTIQUE @ CONGESTION

D3A
MAJOR PROBLEMS WITH SECURITY , OPERATIONALY WITH TAXIWAY IDENFICATION, FRQUENCY CONGESTION, ATC SPEAKING TOO FAST, ATC NOT LISTENING TO READBACKS, ARRIVALS THAT ARE NOT BALANCED TO THE AIRCRAFT CAPABILITIES, CIRCLING APPROACHES- LIMITATIONS.
UNDERSTAFFING OF ATC AT SMALLER AIRPORTS WHICH SOMETIMES LEAD TO COMMUNICATION FREQUENCY CONGESTION AND NEAR COLLISONS
THERE IS ONLY ONE RUNWAY PER TAKEOFF, THE PROBLEM IS CONGESTION,
ATC ROUTING STRUCTURE, BETTER PROGRAMING FOR POINT TO POINT ROUTING
FLYING MORE THEN 8-24, CREW REST
DUTY TIME, FATIGUE, COMMUNICATIONS BLOCKING, LANGUAGE ABILITIES OF FOREIGN CONTROLLERS
CLEARANCE CHANGES TO DEPARTURE CLEARANCES & STAY AT HIGHER ALTITUDE LONGER AT IAD
[AIRPORT X]-SERIOUS PROBLEM WITH ATC, ALSO, [AIRPORT X] WITH THEIR SEQUENCING-NO TOLERANCE FOR ANY TYPE OF DELAY -CAUSES MANY GO-AROUNDS. ALSO, LASO PATTERNS
NOISE ABATEMENT
CREW REST FATIGUE- FLIGHT ACROSS TIMEZONE
DOES THE ATC TALK TOO FAST? EXPERIENCE THAT THEY SPEAK IN A WAY THAT THEY TRY TO GIVE 10 OR MORE CLEARANCES WITHOUT ALLOWING TIME FOR A RESPONSE FROM THE PILOT.
GROUND CONGESTION AND TAXI AT MAJOR AIRPORTS
R SAYS THAT ALL PARTSINCLUDING91 SHOULD HAVE TCAS ADVISORY TCASS SHOULD BE MANDITORY. ASK MORE QUESTIONS ABOUT ATC
VISIBILITY OF CRT SCREENS IN HIGH AMBIENT LIGHT. ALSO, CONTROLLER WORK LOAD.
WAKE BEHIND THE HEAVY AIRCRAFT. CONGESTION ON THE RADIO, ESP. TOWER & GROUND. ALSO. ALSO, ISSUE RE GUNS IN THE COCKPIT-WE NEED THIS MEASURE FOR SAFETY
OPENING OF FLIGHT DECK DOOR
NEW SEPARATION PROCEDURES IN EFFECT AT 1000 FEET INSTEAD OF 2000 FEET ARE PROBLEMATIC AND A SAFETY ISSUE
WHY THERE CONTROLLERS AT PLACES WHERE THERE IS ONLY ONE CONTROLLER WORKING AT NIGHT-THIS IS EXTREMELY UNSAFE (E.G., LOCATION X); MORE CONTROLLERS NEED TO WORK AT NIGHT.
CONGESTION IN LARGER AIRPORTS
MORE ABOUT TRAFFIC CONGESTION WITH COMMUNICATIONS
HOW MANYN TIMES DID YOU RESPOND TO THE WRONG CALL SIGN OR DID ANOTHER CREW RESPOND TO YOUR C ALL SIGN
APPROACH CONTROL AT AIRPORTS, ESPECIALLY AT AIRPORT X, SHOULD BE EXTENDED TO AT LEAST 40 MILES FOR REASONS OF SAFETY.
THE COCKPIT ACCESS FOR NON CREWMEMBERS STILL SOME ISSUES ON WHO HAS AUTHORITY ON WHO TO BRING INTO COCKPIT CO. CAP. OR WHO AND DOES CO HAVE PERMISION TO DISCIPLINE CAPTAIN ETC
FREQUENCY CONGESTION
AIRPLANES FLYING CLOSE
QUITE OFTEN THERE IS A PILOT REPORT GIVEN BUT NOT REPORTED SOMEWONE IN THE AIR MAY ENCOUNTER MODERATE CHOP OR A LEVEL OF TURBULANCE AND THE CONTROLLER ACKNOWLEDGES IT , THE PROBLEM IS THAT THE OTHER PILOTS DO NOT KNOW EXACTLY WHERE THE TURBULANCE IS.
DIFFERENT GROUND CONTROL FREQUENCIES FOR IN BOUND AND OUTBOUND AT [AIRPORT X]
THE SIGNS USED AT THE AIRPORTS FOR TAXIING;THERE'S NOT ENOUGH CONTINUITY AMONG THE AIRPORTS
CONGESTION IN RADIO FREQUENCY IN TERMINAL AREAS AND TRAFFIC CONGESTION IN THE TERMINAL AREAS
PRM APPROACHES ARE THEY SAFE, LAND AND HOLD SHORT APPROACHES -SAFE? OR NOT,
MORE DIRECTED TOWARD RUNWAY INCURSIONS & COCKPIT DISTRACTIONS

D3A
LOW EXPERIENCED PEOPLE FLYING AIRCRAFT THAT SHOULD NOT BE FLYING QUESTIONS, QUESTIONS ABOUT PROFESSIONALISM OF FLIGHT CREW,LOW LEVELS OF FLIGHT SKILLS
UNQUALIFIED PILOTS - QUALITY OF PEOPLE ALLOWED TO FLY HAS DECREASED. THEY DON'T KNOW THE BASICS.
CIDS AND STARS, THEY GIVE ALTITUDES AND AIRSPEEDS BUT YOU DO NOT FOLLOW THEM UNLESS YOU ARE DIRECTED TO, CONGESTION IN AIRPORT X. ALWAYS HURRY UP, THEN SLOW DOWN, SPEED UP, AND THEN SLOW DOWN. AT LEAST 3 AIRSPEED CHANGES ON ARRIVAL.
OPERATING OUTSIDE OF US BORDERS, NASA HELP BY GIVING ADVISE TO OTHER COUNTRIES AVIATION SYSTEMS , NON RADAR AIRPORTS , MAPING OF APPROACHES , GPS APPROACH WOULD HELP SAFETY
FREQUENCY CONGESTION - NEED TO DISCUSS. THIS IS AN INTENSE PROBLEM AND NEEDS TO BE ADDRESSED IN MORE DEPTH. PROBLEM WITH THE SATURATION LIMIT OF A PIECE OF CONCRETE REGARDING THE PER HOUR AIRCRAFT OPERATIONAL LIMITS.
CREWMEMBER FATIGUE
FREQUENCY CONGESTION
SLAM DUNK APPROACHES . MY PLANE NOT HAVE COMPONENT X IN AIR. WE SLOW BY PUT 2 ENGINES IN REVERSE. ALMOST EVERY FLIGHT AT NIGHT WE GET SLAM DUNKED. APPROACH AIRSPACE IS CONFINED TOO CLOSE TO AIRPORT OR CENTERS ARE TOO LAZY TO PICK UP PHONE +GIVE US CLE
INFLIGHT SECURITY
TAKE OFF SEPARATIONS FROM BEHIND HEAVY AIRCRAFT ESPECIALLY DURING LIGHT WIND CONDITIONS
A SATURATION OF SMALL AIRCRAFT, ESPECIALLY ON DEPARTURE, ESPECIALLY AROUND LOCATION X AREA
COCKPIT SAFETY AND MORE INDEPTH ACTCOMMUNICATIONS.
R SAID THERE ARE PROBLEMS WITH ATC INREGARD TO SIMILAR CALL SIGNS
MORE QUESTIONS ON CONGESTION ISSUES RADIO AND TRAFFIC, USE OF MULTIPLE FRQUENCIES
SECURITY!
LAND AND HOLD SHORT OPERATIONS AND PROBLEMS IN LARGE AIRPORTS
I'VE NOTICED THAT MANY FOREIGN CONTROLLERS DON'T SPEAK ENGLISH EVEN THOUGH THEY SHOUD AND IT'S DIFFICULT TO GET THROUGHT THE GIBBER-JABBERISH. ALSO PLANES PACKED UP FOR TAKE OFFS AND LANDINGS-THE TOWER NEEDS TO SPACE THEM BETTER FOR LANDING AND DEPARTURE
GROUND SECURITY RELATING TO CARGO, CONGESTION IN NORTHEAST CORRIDOR
PILOT SLEEP DEPREVATION
MULTIPLE CLEARANCE CHANGES IN 1 TRANSMISSION.ALOT OF #S IN YOUR HEAD. ALSO SEQUENCING-PARALLEL APPROACHES ARE DIFFICULT
CREW REST
INCREASE THE NUMBER OF 24 HOUR WEATHER REPORTING STATIONS TO PROVIDE ADEQUATE COVERAGE FOR FLIGHT PLANNING AND DISPATCH
CREW MEMBERS ARE REQUIRED TO GO THROUGH REGULAR SECURITY CHECKS BUT GROUND CREWS ARE SELDOM CHECKED. FREQUENCIES GO QUIET OFTEN-THERE SHOULD BE A CHECK IN EVERY 5 MINUTES BY ATC TO LET US KNOW THE FREQ IS STILL ACTIVE.HEAVY TRAFFIC AT AIRPORTS.
HOW MANY TCAS RELATED WARNINGS IN OTHER THAN CRUISE FLIGHT
DISSIMULATION OF THE MORT CURENT WEATHER IS SOMETIMES LACKING
STANDARDIZING RUNWAY INCURSION HOT SPOTS
FATIGUE ISSUES
AIRPORT FREQUENCIES IN AIRPORT X, WITH DELAYS AND TAKEOFF LANDINGS.
CREWMEMBER FATIGUE- LONG LAYOVERS DURING LONG DUTY DAY
CREW RESTS

D3A
HOW MANY TIMES HAVE YOU LANDED WITH A TAILWIND? HAVE YOU REQUESTED A RUNWAY CHANGE DUE TO WINDS THAT WAS NOT GRANTED? HOW EFFECTIVE DO YOU FEEL TCAS IS IN YOUR DAILY OPERATION (ALL PLANES SHOULD HAVE THIS!)
A CONCERN IS FREQUENCY CONGESTION
SECURITY
CONTROLERS TALKING TO AIRCRAFT ON LANDING ROLLOUT
THERE ARE NO QUESTIONS REGARDING PILOTS HAVING TO DIVERT DUE TO PASSENGERS BEING ILL.
LACK OF COORDINATION BY ATC SECTORS ON NORTHEAST COAST OF U.S.A.
AN ILS,PRM,APPROACHES
DID NOT FULLY ADDRESS GROUND OPERATIONS, NOT RELATED TO RUNWAY INCURSION
NEED QUESTIONS ABOUT CONGESTION ON THE GROUND
CREW FATIGUE ISSUES, BACKSIDE OF THE CLOCK FLYING
OCCURRANCES OF ATC REQUEST THAT INDICATED THE CONTROLLER HAD LITTLE CONCAEPTION OF WHAT AIRCRAFT WAS CAPABLE OF DOING. I STILL NOTICE + AM CONCERNED ABOUT POORLY+INCONSISTANTLY MARKED TAXIWAYS ESP IF GO TO NEW AIRPORT.-THEY LEAVE YOU ON YOUR OWN
CREW FATIGUE ESPECIALLY CSIRCADIUM RYTHEM IS USED
CONCERNED WITH VERTICAL SEPERATION THAT IS GOING TO HAPPEN
CLOSE FREQUENCY SPACING LEADING TO BLEED-OVERS IS A BIG SAFETY ISSUE. ALSO, ISPRM APPROACHES ARE TOO CLOSELY SPACED. PARALLEL SPACING IS NOW USED AND IT SHOULD BE STAGGERED WHICH IS MUCH
THE BIGGEST PROBLEM IS SLEEP
INTERVAL BETWEEN TAKE-OFFS AND LANDINGS, ISSUING INSTRUCTIONS ON CLEARING THE RUNWAY WHILE CREW IS IN LANDING ROLL-OUT AT HIGH SPEEDS, FREQUENCY CONGESTION IN TERMINAL AREA
AT AIRPORT X, WHILE ON APPROACH TO RUNWAY X THE TOWER ABRUPTLY SWITCHES THE FLIGHT TO RUNWAY X FOR LANDING. BIG SAFETY CONCERN ABOUT THIS ACTION.
SECURITY ISSUES -CONCERNING IDENTIFICATION OF AIR MARSHALLS AND FAA INSPECTORS, SPECIAL RULES FOR APPROACHES INTO [AIRPORT X]
AT THE AIRPORT AND YOU ARE TRYING TO MAKE YOUR TAKEOFF AND THERE IS A CHANCE FOR A MISCOMMUNICATION
FATIGUE ISSUES, NOT MONITORING 21-5 WHEN THEY SHOULD, NOT USING ALL RESOURCES TO FIND A LOST COMMUNICATION, ARE CONTROLLERS BEING OVERWHELMED, FAA VERSUS IKO STANDARDS, ATC NON RESPONSIVENESS
SYSTEMATAICALLY WE ARE SAFE
CREW DUTY TIME, NIGHT FLYING WITH DAY TO NIGHT TRANSITION TIME, INTERNATIONAL FLIGHT DUTY TIME SHOULD BE SET TO A NEW LEGAL LIMIT, BLOCK TIMES, RESERVE TIME REQUIREMENTS
A T C RADAR SYSTEM NEEDS TO BE UPDATED
HIGH TEMPO CROSSING RUNWAY OPERATIONS, SHORT RUNWAYS
NO DEFINED LIMIT ON THE PILOT DUTY DAY
MORE QUESTIONS ABOUT MID AIR AND GROUND CONGESTION,
CONTROLLER COMMUNICATION SATURATION. EXAMPLE: GROUND CONTROL IN AIRPORT X OFTEN ATTEMPTS COMMUNICATIONS WITH ONE CONTROLLER ON TWO FREQUENCIES. THROUGHOUT THE ATC SYSTEM MANY CLEARANCES ARE ISSUED BUT ARE STEPPED ON BY OTHER AIRCRAFT TRANSMISSION - CLEARA
THE VOLUME OF COMMUNICATION IN HIGH CAPACITY AIRPORT ON APPROACH CONTROL
SCHEDULING
LANGUAGE BARRIER, IN THE INTERNATIONAL SYSTEM
CREW DUTY TIME 16 HOURS IS TOO LONG
SERCUITY

D3A
FATIGUE!!! TOO MANY AIRPLANES AND TOO SMALL AND AIRSPACE HARDER FOR PILOTS AND CONTROLLERS
TAKOOF AND LANDING AUTHORIZATION ARE TOO CLOSE ,STAGERRING OF AIRCRAFT BETWEEN TAKE-OFF AND LANDING, OMCE PLANE LANDS WHILE PLANE IS STOPPING TOWER WILL GIVE EXIT INTERSECTION
EXPAND THE FEDERAL FLIGHT DECK OFFICER PROGRAMS AND RAPIDLY, R ALMOST BACKED INTO [AIRCRAFT TYPE X] DOING A POWER BACK AT NIGHT.
FREQUENCY CONGESTION HAS PROTENTIAL TO BE A LARGE PROBLEM
ASK QUESTIONS REGARDING FOREIGN OPS.
RADIO FREQUENCIES CONGESTED IN TERMINAL AREAS, CAN'T COMMUNICATE IN TIMELY MANNER BECAUSE ATC SO BUSY
TRAFFIC SEPERATION
COMPANY PRESSURE EFFECTING FLIGHT OPERATIONS
FLIGHT DUTY TIMES
FREQUENCY (ATC) CONGESTION IN TERMINAL AREA
SYSTEMS BEING RUN TOO TIGHT-ATC DEPENDS ON PILOTS TO TAKE VISUAL APPROACHES . CONTROLLERS ROUTINELY REQUEST THINGS THAT GO AGNST CO.'S S.O.P.'S [AIR CARRIER X] CONCERNING SPEED, I BASICALLY LIE
ATC COMMUNICATIONS CAN COMPROMISE SAFETY BY INTERRUPTING COCKPIT PROCEDURES, ATC GROUND CONTROL INSTRUCTIONS - TALKING TOO QUICKLY, PILOT HAS BEEN TO MANY AIRPORTS, ATC HAS NOT
CONGESTION IN TERMINAL AREAS
DESIGN OF THE [AIRCRAFT TYPE X] AND [AIRCRAFT TYPE X] THE WAY YOU SELECT ALTITUDE WINDOW, HARD TO READ IN DAYLIGHT AND CAN MIS SELECT BY 1000 FEET.
PILOT FATIGUE, CIRCADIAN RHYTHMS, ESP INTERNATIONAL & FREIGHT & PASSENGER RED-EYE FLTS
QUESTIONS SHOULD ADDRESS CHANGES WITHIN 20 MILES OF THE RUNWAY THRESHOLD INSTEAD OF 10 MILES. THIS SHOULD BE AN INSTRUMENT APPROACH USING I.F.R CONDITIONS.
CREW MEMBER FATIGUE- TRAINING CYCLES
IN ROUTE ATC
ONLY IN [AIRPORT X] WHERE THEY OPENED UP ANOTHER PARALLEL RUNWAYS AND AT BUSY TIMES IT GETS PARTICULARLY CRAZY WITH SUCH MULTIPLE RUNWAYS:CALL IT 9 CENTER, LEFT, AND RIGHT, LIKE AT ANY OTHER AIRPORT
I'D LIKE TO SEE DATA LINK WEATHER ON ALL AIRPLANES
THE NOTAMS SYSTEM, PARTICULARLY ON AN EN ROUTE SYSTEM;WE HAVE MORE NOTAMS THAN WE NEED AND PEOPLE TEND TO IGNORE THEM AS WELL AS OTHER IMPORTANT INFORMATION BECAUSE THERE'S JUST TOO MUCH INFORMATION OUT THERE.
CURRENTLY THE FAA DOES NOT REQUIRE ALL CARGO AIRCRAFT TO HAVE T-CAS AND I THINK THAT IS A PROBLEM.
TAXI WAY MARKINGS
SECURITY-RELATED ISSUES AND CONGESTION IN THE AIR--WHICH IS BETTER THAN A YEAR AGO
I DON'T SEE A WHOLE LOT OF CHANGES BEING DONE TO AIRSPACE MANAGEMENT WHEN A [AIRCRAFT TYPE X] HAS TO FOLLOW A REGIONAL JET; WHY WE INCREASE THE FREQUENCY OF AIR TRAVEL WITH SMALL JETS WHICH CARRY FEWER PASSENGERS AND CONGEST THE SKY
FREQUENCY CONGESTION ON GROUND CONTROL LAX, JFK, OHARE
THERE HAS BEEN MORE EMPHASIS ON WAKE TURBULENCE AND SHOULD CONTINUE TO BE . I'M ALWAYS AWARE OF IT.TURBULENCE SITUATION.
MORE ABOUT FREQUENCY CONGESTIONS IN THE BUSY AIRPORTS IN THE U.S. , YOU DO NOT HAVE THIS PROBLEM IN EUROPE.
COCKPIT DOOR SECURITY
ADD QUESTIONS ABOUT NEAR MIDAIR COLLISIONS WITH NONCOMMERCIAL AIRCRAFT, QUESTIONS ABOUT UN REPORTED INCIDENTS THAT SHOULD HAVE BEEN REPORTED.

D3A
FATIGUE ISSUES, TERMINAL PARKING CONFIGURATIONS ARE VARYING TOO MUCH FROM AIRPORT TO AIRPORT NO STANDARDIZATION
LARGE AIRPORTS WITH CONGESTION ON THE GROUND IE [AIRPORT X] CLEARANCE-
FLYING TO DEVELOPED COUNTRY IS NOT A PROBLEM AND STANDARDS ARE VERY HIGH. FLYING TO LOCATION X, IS NOT ANY WHERE NEAR THE SAFETY MARGINS WE EXPERIENCE IN EUROPE AND US. WHEN YOU ARE IN LOCATION X IT IS A VERY DANGEROUS GAME. PEOPLE ARE CLUELESS.
ARRIVAL IN TO AIRPORT X THAT IS COMPLETELY UNSAFE, TO MUCH GOING ON AT A CRITICAL TIME, OVERLOAD AT ITS FINEST
MULTIPLE FREQUENCIES USED CONCURRENTLY BY ATC IS A MAJOR PROBLEM.
PROJECTED INCREASE IN AVIATION TRAFFIC IS A PROBLEM HOW CAN THEY ACCOMODATE THIS
SHOULD INSTALL TCAS ADVISORY DISPLAY IN FLIGHTS THST CARRY CARGO
COMMERCIAL FLIGHTS INTO UNCONTROLLED AIRPORTS
ON VISUAL APPROACHES, CREWS ARE TOO ANXIOUS TO ACCEPT THEM; NON-PRECISION APPROACHES-I THINK ALL APPROACHES S-B ILS
OVERWORKED CONTROLLERS
ATC CONGESTION-SIMILAR FLT. # CALL SIGNS, ATC DOES NOT CORRECT READBACK ERROR
SOME AIRCRAFT FREGENCIES ARE CONJESTED TO THE FACT THAT THEY ARE HARD TOGET INTO CONTACT TO THE CONTROLLER.
MORE ABOUT FREQUENCY CONGESTION
RVSM ISSUE - WILL ALL PARTICIPANTS IN RVSM AIR SPACE REQUIRE T-CAS; MORE DATA LINK INTEGRATION IS NEEDED FOR MAJOR AIRPORTS TO REDUCE COMMUNICATIONS PROBLEMS
SYSTEM FAILURE IN THE AIRPLANE
GROUND CONTROL AT CONTROL, READ BACK INSTRUCTIONS WITHOUT REPLY, AT AIRPORT X PUSH REQUEST THROUGH ACARS, MORE LABOR FOR PNF
ATC CONGESTION ON THE GROUND AT CERTAIN AIRPORTS (I.E. AIRPORT X)
CROSSING RUNWAYS AT LARGER AIRPORTS
STABILIZED APPROACH CRITERIA-INCLUDE QUESTIONS ABOUT THIS
IN [AIRPORT X] HIGH PROFILE APPROACH DUE TO OBSTACLE ON APPROACH PAD PARKING GARAGE DANGEROUS IF YOU EVER GET A WINDSHEAR. WEST BOUND LANDING, PILOTS SHOULD BE ALLOWED TO HAVE WEAPONS IN COCKPIT, FREQUENCY CHANGES AT LOCATION X AIRPORTS HAVE TO CHANGE FRE
LAND AND HOLD SHORT OPERATIONS
AGE DIFFERENCE FOR PILOTS TO REMAIN IN COCKPIT . AT AGE 60 PILOTS WILL NOT BE ABLE TO FLY AND RAISE IT TO 63. PILOTS FEEL THAT AGE 60 IS LONG ENOUGH TO REMAIN IN THE COCKPIT
CREW REST IS A PROBLEM, ESP ALL NIGHT FLIGHTS
SECURITY OUT OF US, MAUNTAINCE IS POOR
TAKING OFF AND LANDING SPACING REQUIREMENT ON THE SAME RUNWAY
CONGESTION
SOMER AIRPORTS ARE TOO CONGESTED AT CERTAIN TIMES OF THE DAY AND AIR CONTROLLERS ARE STRESSED OU--NE AIRPORTS, AIRPORT X, AIRPORT X
FEDERAL AIR MARSHAL PROGRAM
AFTER LANDING, RECEIVING A TAXI CLEARANCE WHILE STILL ON HIGH-SPEED ROLL OUT; FREQUENCY CONGESTION AT BUSY AIRPORT IS AN OVERWHELMING PROBLEM.
AIRPORT CONGESTION,INCORP VLJ INTO AIRSPACE
SYSTEM OPERATING ON 20- OR 30-YEAR-OLD TECHNOLOGY, UNNECESSARY REROUTES, SOMETIMES CAUSES DIVERSIONS
LACK OF A T C EQUIPMENT WILL INCREASE WORKLOAD CONTROLLERS

D3A
INTERACTIONS WITH MILITARY OPERATIONS IN AIRSPACE
ATC ASKING US TO MAINTAIN VERY HIGH AIRSPEED AND NORMAL SPEED IS AROUND 140 FOR LANDING
MORE QUESTIONS ABOUT FREQUENCE CONGESTION
CLEAR DIRECT MEANS FLIGHT PLAN ROUTE, BUT PILOTS TURN AND GO DIRECT
EXTEND FURTHER THAN 90DAYS GET BETTER RESPOND TO MORE OF THEQUESTION GO AT LEAST 2YRS
AIRCRAFT CONGESTION
THE ISSUE OF FATIGUE SHOULD BE ASKED IN FUTURE SURVEYS. ALSO, WHAT IS LOGICAL- ECONMICAL FOR THE AIRLINES.
EVERY AIRPORT LOCAL ATC SYSTEM IS TOO DIFFERENT AND NOT STANDARDIZED AS FAR AS GROUND CONTROL
TRAFFIC CONGESTION ON THE GROUND AT CERTAIN AIRPORTS
ATC CORRIDOR IN AIRPORT X SHOULD BE CHANGED
TAXIWAY SIGNAGE (MAKE MORE LIKE LOCATION X AIRPORTS)
FATIGUE IS A BIG ISSUE,
FLYING--USING CROSSWIND RUNWAYS WHEN PERFECTLY GOOD RUNWAY AVAILABLE
MAINTENANCE OF THE AIRCRAFT-AMOUNT OF FUEL ON AIRCRAFT-DUTIE REST
PILOTS SHOULD BE BETTER INFORMED ABOUT HOW AIR FORCE ONE & TWO AFFECT AIR TRAFFIC AND FUEL.
CONGESTION IN THE ARRIVAL AND DEPARTURE SEQUEL
INCREASED T-CAS R-A AT CERTAIN AIRPORTS
TRAFFIC CONGESTION
A LOT OF AIRPORTS IN THE MIDDLE OF THE NIGHT HAVE ONE PERSON HANDLING EVERYTHING AT ONE TIME AND ITS VERY DANGEROUS TO AIRLINES THAT ARE USING THAT AIRPORT AS A HUB
CONFUSION WITH AIRPORT USING MULTIPLE TOWER FREQUENCIES WHEN TAXING TO AND FROM AN ACTIVE AIRPORT (AIRPORT X)
MAINTENANCE ISSSUE WITH SOME OF THE CUT BACKS DUE TO THE LESSENING OF INSPECTIONS
FAA IS NOT REALLY CONCERNED WITH SAFETY,THEY'RE CONCERNED WITH LAW ENFORCEMENT
CREWMEMBERS NOT ALLOWED TO CARRY TOOLS, SHOULD BE ALLOWED TO CARRY MINIMAL TOOLS, IF AIRPORT DOESN'T HAVE MAINTENANCE, THINGS CAN'T BE FIXED
COMMUNICATIONS NEED TO BE IMPROVED
SINCE EVERYONE IS CUTTING BACK TO 20% CONGESTION WON'T BE MUCH OF A PROBLEM
IMPLEMENTING RSVM IN THE USA
ATC ASK YOU TO GO TO ANOTHER SECTOR AND THEN YOU GET HANDED OFF ESPECIALLY IN BAD WEATHER
SLEEP, PILOTS NEED ADEQUATE REST
ASK QUESTIONS ABOUT CRM
RADIO CONGESTION IN FLIGHT
MISCOMMUNICATION WITH ATC
BUILD MORE RUNWAYS
INADEQUATE SPACING BETWEEN PLANES RESULTING IN WAKE TURBULENCE;TOO MANY ATC UNDER DURESS;EXTENDED DUTY DAYS ARE VERY DANGEROUS
PILOTS NEEDS MORE REST
LIGHTING SYSTEMS ARE DEFICCIENT ARE CERTAIN AIRPORTS, AIRPORT SECURITY SCREENING IS OUT OF CONTROL SCREENING IS 100 OF TIME FRUSTRATING
AMOUNT OF TRAFFIC AT AIRPORTS
DUTY TIME-FATIGUE
SCREENING SECURITY
CREWMEMBER FATIGUE

D3A
ATC SEPERATION AND ALTITUDE , WITH THE EQUIP . THAT WE NOW OPERATE WITH REDUCE SEPERATION IN THE AIR ROUTE CONTROL SYSTEM THAT WOULD REDUCE TIME AND ROUTE. AS WE MOVE INTO MORE CONGESTED AREAS WE CAN NOTSAY TO THE CONTROLLER I SEE THE AIRPLANE AND CAN CO
PILOT FATIGUE AND SCHEDULING
NASA FATIGUE STUDIES ARE COMPLETELY DISREGARDED ESPECIALLY NIGHT TIME OPERATIONS BEYOND 2300. DAYTIME DUTY DAY OF 14-16 HOURS IS NOT SAFE
FREQUENCY CONGESTION AND BLOCKED TRANSMISSIONS
AIRPORT CROWDING
WAKE TURBULENCE IS INCREASING
SHOULD BE DESIGNATED SPACE FOR GLIDERS SO AIRCRAFT CAN AVOID THEM
MORE QUESTIONS ABOUT AIRLINE SECURITY MORE SCREENING AND SECURITY ISSUES LIKE ARMING FEDERALIZING THE AIRPORT SECURITY, MORE SEARCHES OF CATERING PERSONNEL, CURRENT SECURITY MEASURES ARE INADEQUATE
THE LAND AND HOLD SHORT IS STILL A PRIME CONCERN
FOCUS ON ATC APPROACH WEATHER RADAR THEY COULD HELP US MORE VERY GOOD WEATHER RADAR OUR'S IS LIMITED
CREW REST AND DUTY REGS, MODERNIZATION OF ATC SYSTEMS AND FREE FLIGHT, EXPERIENCE LEVEL OF CONTROLLERS BEING POOR, DELAYS ASSOCIATED WITH ATC
COCKPIT SECURITY ISSUES QUESTIONS, CHANGES IN THE AIRLINE INDUSTRY, REGULATION ON DUTY TIME
USE OF AUTOMATION, VNAV AND LNAV - AIRPLANE NOT DOING WHAT YOU WANTED IT TO DO, AMBIGUOUS CLEARANCES IN FOREIGN AIRPORTS, NOT BEING ABLE TO DETERMINE NEEDED LEVEL OF AUTOMATION, CREW INTERACTION
SITUATIONS -HOW LONG IT WILL TAKE TO STOP UNDER DIF. CONDITIONS(AIRPORT X)
MAINTAINANCE IRREGULARITY-EVER TAKEN PLANE W- X AMT OF MAINTAINENCE(AIRPORT X) CARRY OVERS
ATC SYSTEM WITH RADAR IS NOT EQUIPPED TO SEE WEATHER , BETTER THAN C BAND, INBOUND ON 1 FREQ AND OUTBOUND ON ANOTHER FREQ IN AIRPORT X
ATC USING VARIABLE VOLUMES FROM ONE ATC TO NEXT ATC IT IS EITHER EXTREMELY LOW OR EXTREMELY HIGH. AND ATC DOING SEVERAL THINGS AT ONE TIME LIKE APP OR TOWER OR GROUND AND CLEARANCE DELIVERY
TCAS ADVISORYS CALLED WHEN VFR
FLYING AIRPLANES THAT DON'T HAVE TCAS ADVISORY, BELIEVES SURVEY SHOULD BE MORE EXTENSIVE REGARDING TCAS ADVISORY
BIGGEST SSAFETY PROBLEM IS MAINTAINING OR BEIG CALM ABOUT FLIGHT DUTIES WHEN LEAVING AN AIRPORT . EVENTS THAT OCCUR BEFORE YOU GET TO COCKPIT ARE STRESSFUL AND ONE MUST CALM DOWN BFORE FLYING, THIS IS A SAFETY ISSUE
DO ALL THEIR AIRCRAFT HAVE TCAS SYSTEMS
OUTAGES AMONGST APPROACH RADARS BEING OUT
HF COMMUNICATIONS DATALINK OVER THE ATLANTIC OCEAN. ARRIVAL RATES AND CAPACITY OF AIRPORTS ARE NOT REALISTIC
MAKE THE SURVEY A LONGER TIME SPAN
SOME SIGNAGE AT AIRPORT X AND AIRPORT X IS VERY CONFUSING, PARTICULARLY AT NIGHT
CALL SIGNS ARE A PROBLEM
TOO MANY LEGS, NO FOOD, NO BREAKS
TRYING TO GET ONTO A FREQUENCY WHEN IT'S CONGESTED--IT'S COMMONPLACE. ALSO LAND AND HOLD SHORT APPROACHES ARE A BIG PROBLEM
FLOW CONTROL- SATURATION [AIRPORT X]
TOO MUCH TRAFFIC DUE TO REGIONAL JETS

D3A
IN [AIRPORT X] ATC IS WORKING UNDER TRAINING CONDITIONS IS VERY POOR AND UNFOCUSED
CREW FATGUE
R SAID FORCED MERGERS ARE MAKING GROUPS HOSTILE.2 OVERLOADING OF FLIGHTS& CLEARANCE CHANGES.3MORALLOF CREW MEMBERS
T CAS IS NEEDED ON EVERY LARGE AIRPLANE, ATC PERSONNEL ARE OVERLOADED BY NOT SCHEDULING STAFF PROPERLY
CROWDED AIRPORTS,ATC TRYING TO GET TOO MUCH IN,ATC OUTDATED
PILOT STRESS, JOB RELATED STRESS DUE TO TSA AND SECURITY PROBLEMS, STRESS LEVEL GETTING TO WORK
MAIN PROB. IS AMOUNT OF TRAFFIC-FREQUENCY CONGESTIONS
PROBLEMS WITH CERTIFICATION OF AIRCRAFTS
AIR RAGE BUSINESS, TOO MUCH BOOZE SERVED ON AIRPLANES
TOWER TALKING TO PILOT WHILE ROLLING OUT-TOO MANY INSTRUCTIONS-DISTRACTING
EXTENSIVE WEATHER DELAYS.
HAD TO DO WITH AIRPORT ATC SEEMS TO BE VERY MUCH IN A HURRY TO KEEP TRAFFIC FLOW GOING THEY TEND TO ASSUME THAT YOU KNOW HOW THEY DO THINGS AT THAT PARTICULAR AIRPORT. AMOUNT OF CONSTRUCTION AT SEVERAL AIRPORTS MAY HAVE SOMETHING TO DO WITH SAFETY NOTAMS
CONTROLL TOWER NEEDS TO LIMIT THE NUMBER OF AIRCRAFT THAT HE CLEARS TO CROSS THE RUNWAY TO 3 OR 4 AT A TIME
TOOMANY RJS IN LOCATION X
SECURITY ISSUES RELATED TO AVIATION EMPLOYEES WHERE A DATA BASE COULD BE USED TO CONFIRM IDENTIFIES RATHER THAN BLIND SCREENING; TAXI ROUTING IS A PROBLEM; NAVIDS..NO DME AT THE FIELDS I.E. [AIRPORT X] AND MANY OTHERS.
AIRPORT SECURITY - IDENTIFICATION OR SOME OTHER SCREENING
CONGESTION PROBLEMS AT THE MAJOR HUBS
SECURITY SHOULD BE ADDRESSED FOR GROUND CREW AND OTHERS
HAVE MORE QUESTIONS ABOUT AND PROBING INTO FOREIGN ATC
RELIABILITY OF PSA
DUTY TIME LIMITATIONS
FATIGUE, CIRCADIAN RHYTHM
MORE QUESTIONS ABOUT TRANSPORT CERTIFICATION BEING ADEQUATE -PARTICULARLY RUDDER AREA,
FRACTIONAL JETS NOT BEING UNDER IFR CONTROLS 100% OF THE TIME
PRM APPROACHES ARE UNSAFE
THE PUBLISHED PROCEDURES AND TOWER CLEARANCES FOR THE AIRPORT X DEPARTURE..THIS CAUSED A CONFLICT RSULTING IN THE CREW BEING TOLD TO CALL THE TOWER. UNCLEAR SITUATION AS PRINTED AND DIFFERENCT FROM OTHER PROCEDURES
FATIGUE, PILOTS NOT GETTING PROPER REST
LANDING CLEARANCE, LAND AFTER CLEARANCE, WAKE TURBULANCE IN TERMS OF DEPARTURE AFTER PROCEEDING HEAVY AIRCRAFT, STANDARIZATION WITH THE AIRLINE COMPANIES CHANGING IS TOO FREQUENTLY
NASA SHOUOLD EXAMINE A COMPEXITY OF ENGINE OUT DEPARTURE PROCEDURES AT CERTAIN AIRPORTS SUCH AS [AIRPORT X] , WHERE THER'S SO MUCH TERRAIN AND IT'S IMPORTANT TO STANDARDIZE PROCEDURES;WHEN YOU HAVE UNUSUAL PROCEDURES. THE MORE COMPLEX, IT WON'T BE PERFO
LANGUAGE ON INTERNATIONAL FLIGHTS
ASK IF IT'S A 2OR 3 MAN CREW FOR MONITORING PURPOSES. HOW MANY PILOT ERROR WERE MADE WHEN INPUTTING DATA INTO THE FMS.
GROUND MOVEMENT OF THE AIRCRAFTS
REWORD QUESTIONS TO COVER LONGER THAN 60 DAYS

D3A
POOR-INCOMPLETE TAXI INSTRUCTIONS.
SECURITY MATTERS - IN WAKE OF RECENT INTERNATIONAL EVENTS FLIGHT CREWS SHOULD HAVE PROPER DEFENSE MECHANISM SUCH AS BEING ARMED.
GROUND CONTROL IS OVERLOADED (E.G. WE LAND IN AIRPORT X A LOT-IT'S VERY BUSY EVEN AT NIGHT & THERE IS ONLY 1 CONTROLLER HANDLING BOTH TOWER AND GROUND. THIS IS A POTENTIALLY DANGEROUS SITUATION.
CONGESTION AROUND THE AIRPORTS
CONTROLLERS RUSH WORK, TALK TO FAST AND GIVE CLEARANCES ASKING FOR TOO MANY THINGS AT ONCE
SPACING TAKE OFFAND LANDING MUCH TO CLOSE (HUB AIRPORTS)
LAND AND HOLD APPROACHES, PRECISION RUNWAY MONITORING, SOIR SIMUTANEOUS OPERATION TO INTERSECTING RUNWWAYS, ATC CONTROLLERS CALLING FOR VISUAL CLEARNCES UNDER NOT EVEN INSTRUMENT CONDITIONS
TALKING SPECIFICLY ABOUT AIRPORT X ,THE TRAFFIC FLOW DOES NOT COINSIDE WITH LOCATION X TRAFFIC FLOW.PILOTS ARE ASKED TO ACCEPT CLEARANCES,AIRSPEED AND RUNWAY ASSIGNMENTS THATIS NOT CONDUSIVETO SAFETY ALL IN THE INTEREST OF AIRPORT X TRAFFIC FLOW
RADIO CONGESTION, BEING ON A DIFFERENT FREQUENCY ON GROUND CROSSING RUNWAYS NOT HEARING THE CONTROLLING AGENCIES
LIGHTER PLANES,LIKE OURS, TAKING OFF OR LANDING BEHIND [AIRCRAFT TYPE X], ESP. IN [AIRPORT X] ON INTERSECTING RUNWAYS
LAND AND HOLDSHORT PROCEDURES- SECURITY RELATED-TERRORISM RELATED ISSUE
CREW FATIGUE
ATC SO CONGESTED. MAJOR SAFETY ISSUES IN MAJOR AIRPORTS. FAA NOT RESPONDING TO THE PROBLEMS
AIRPORT CONGESTION
PILOT FATIGUE AND RELATED ISSUES- CREW REST, DUTY SCHEDULE
POSSIBLE LOOPHOLES IN SECURITY WHEREBY SOME FOREIGN PASSENGERS TRY TO PHOTOGRAPH-DOCUMENT AIRLINE PROCEDURES-TECHNOLOGY
WANT TO EMPHASIZE PROBLEMS CAUSED BY ATC'S INSISTENCE ON STOP & HOLD SHORT PATTERNS-I REFUSE TO KEEP UP SPEED-TOO DANGEROUS
NEED ADDITIONAL FATIGUE QUESTION CREW DUTY REST TIME- ACCOUNTING FOR DEADHEAD TIME,
THERE'S LOTS OF TAXI RELATED QUESTIONS THAT SHOULD HAVE BEEN ASKED
MEL'S
NEW AIRPORT SECURITY MEASURES ARE AN EYEWASH AT BEST; RUNWAY INCURSIONS ARE A BIG PROBLEM
CONFLICTING FLIGHT #'S
CREW FATIGUES
CROWDING AT O'HARE
CONGESTION VERY CROWDED
SECURITY AT THE GATE WITH BAGGAGE CARGO AND CATERING
FATIGUE
CLEARANCES CHANGES AND SLAM DUNK IN AIRPORT X CAN REALLY BE EXCITING
R SAYS R SHOULD HAVE A BIGGER WINDOW(MOE THAN 60 DAYS)ALSO DO MORE QUEST. ABOUT TCAS, THE SKIES ARE REALLY CONGESTED
CONGESTION AT NATIONAL AIRPORT--SOMETIMES FLY BLIND ATC NOT HAVE TIME TO GET BACK TO US
SATURATION IN CERTAIN MARKETS DUE TO MULTIPLE AIRPORTS IN TIME OF LOW WEATHER CONDITIONS.
HAVE ANY OF THE CREW MEMBERS LOST SITUATION AWARENESS IN THE LAST 60 DAYS -YEAR AND A HALF (I.E. PILOT FATIGUE)
ALTITUDE DEVIATIONS WITH RESPECT TO SIMILAR CALL SIGNS, ATC WORKING MULTIPLE FREQ

D3A
ATC COMMUNICATION LESS EXPERIENCED STAFF ARE WORKING ON WEEKENDS, STAFF IS LESS SURE OF ATC, PROBLEM WITH LANDS ON NEW TAXIWAY AT AIRPORT X INSTEAD OF NEW RUNWAY
FAA SHOULD TAKE MORE NOTICE OF MAINTENANCE COMPLAINTS FROM PILOTS WHEN REPORTED TO FAA
CHARTED VISUAL APPROACHES WITHOUT ADEQUATE CLEARANCES, IN AIRPORT X
IN [LOCATION X] PROFILE DEFENSE- CONTROLERS ARE TO BUSY AND FORGET TO GIVE THEM A CLEARANCE TO A LOWER ALTITUDE - DO YOU WANT US TO START DOWN OR WHAT? A.T.C. VOICE COMMUNICATION CONGESTION IS BAD ESPECIALLY WHEN THE WEATHER IS BAD.
THE COCKPIT SECURITY
VOLUME OF TRAFFIC AND ATC CONTROLLER WORKLOAD; ALSO PILOT FATIGUE
USE OF T CAS ON ALL CARGO PLANES- CREWMEMBER FATIGUE ESPECIALY ON INTERNATIONAL
IMPROVING CONGESTION ISSUES
WHAT WILL CREW USE TO DISCONNECT ELECTRICAL COMPONENTS WHEN SCREW DRIVES ARE NOT ALLOWED
PUBLISHED APPROACH PLATES ARE NOT THE REAL PLATES, PUBLISHED PALTES ARE WHAT THE PILOTS, STANARDIZATION OF TAXIWAY SIGNAGE
THERE HAS TO BE A INVESTIGATION IN REGUARD TO THE MERGERBETWEEN AIR CARRIER X AND AIR CARRIER X . THERE ARE MANY DISTRACTIOMS IN REGUARD TO COCKPIT PROCEDURES
CONGESTION IN THE NORTHEAST CORRIDOR
ATIS RECORDINGS TOO LONG
EXHAUSTION OR TIRED PILOTS.
SECURITY ISSUES, E.G., THE WAY RELEAES ARE HANDLED, FEELS PROCEDURES ARE NOT FOLLOWED AS CLOSELY AS THEY SHOULD BE
OVERWORKED CONTROLLERS, ALSO FLIGHT TIME LIMITS. BOTH OF THESE ARE BEING MAXED OUT.
RE EXCESSIVE CLEARANCE CHANGES MADE IN SHORT PERIODS OF TIME AS THEY AFFECT PASSENGER COMFORT AND DISCOMFORT; EXCESSIVE CHANGES IN AIRSPEED, ALTITUTE; LANDING LONG OR FAST;
FLIGHT DUTY TIME REGUALTIONS NEED TO BE LOOKED IN TO
SECURITY COULD BE GREATLY IMPROVED.
RESPONSE TO RADIO CONGESTION--THE NEED AND CAPABILTIY IS TO HAVE A LIGHT ON THE CONTROL PANEL WHEN ATC IS COMMUNICATING. THIS WOULD BE VERY HELPFUL TO AVOID SQUASHING
ADVANCED AVIONICS TRAINING
CREW REST,DUTY LIMITATION
CREW REST
CONGESTION, GROUND DELAYS, FLOW-CONTROL, ARRIVAL DELAYS
ATC GIVES TO MANY COMMANDS AT ONE TIME, EX CHANGE HEADING, ALTITUDE, SPEED
CREW REST RULES AND CREW WITH VERY LITTLE SLEEP AND AIRLINES THAT KEEP YOU OPERATING ON THE VERY EDGE OF LEGALITY; DEADHEADING ON 30 AND 7.
GOING INTO BUSY AIRPORTS, YOU ARE TIGHTLY SPACED OR CONTROLLED FOR AN APPROACH, ALSO YOU'RE TOLD TO MAINTAIN FAST AIRSPEED UNTIL OUTER MARKER
AIRCRAFT @ NIGHT TAXIING INTO POSITION AND HOLD ON ACTIVE RUNWAY
TCAS ALERT WHERE THEY ARE HAPPENING,
OVERLOADING OF ATC SYSTEM AT BIG TERMINALS
CREW FATIGUE
JUMP SEATS FOR CARGO CARRIERS ARE UNSAFE
RAIDO INTERFEARENCE HEARD ONLY BY THE AIR CRAFT AND NOT THE CONTROLLERS CONTROLLERS OFTEN INGNORE THESE REPORTS IF THEY ARE EXCEPTIONALLY BUSY AND TCAS GO AROUNDS AT THE [AIRPORT X]
ATC 'S LACK OF MAN POWER
PILOT RESPONSIBILITY FOR ACCURATE READ BACK

D3A
CREW DUTY LIMITATIONS; FAR'S ALLOW FOR TOO MANY HRS FLYING TIME IN MANY INSTANCES
DAY- NIGHT CIRCADIAN CYCLES+EFFECT ON FLYING
COCKPIT ACCESS AND SAFETY OF PILOT, US GOVERNMENT NEEDS TO HIRE LOCATION X NATIONAL CARRIER
AIRLINES INTERPRETING FAA REGS IN TERMS OF DUTY TIMES. PART 121.503 THE 8 IN 24 HR RULE. AIRLINES INTERPRETING IN VIOLATION FAA GUIDELINES. ACT IN LOCATION X IS POOR-LANGUAGE IN TERMS + KIO
ATIS BROADCAST TO LONG &WAY TO WORDY
CREW MEMBER FATIGUE
SHOULD DELINEATE WEATHER PILOT IS FLYING DOMESTICALLY OR INTERNATIONALLY
PRE DEPAARTURE PRINTOUTS CAN BE CONFUSING IN THE FORMAT
FATIGUE
FLIGHT DUTY-REST PERIODS ARE INADEQUATE
BEING RUSHED BETWEEN THE TIME WE CLOSE THE AIRPLANE DOOR & RELEASE THE BRAKE - COMPLETING CHECKLISTS W-O FEELING RUSHED
REGIONAL JETS AND COMMUTERS DON'T SEEM TO BE CONSISTANT; MAJORS HAVE TO SLOWED DOWN AND ARE CARRYING MUCH MORE PASSENGERS AND FUEL--
NEED FOR TCAS ON CARGO AIRCRAFT
THE SAFETY OF THE COCKPIT IN FLIGHT AS TO BEING ENTERED.
ALMOST ALWAYS HAVE TO REBRIEF APPROACH IN LOCATION X
PILOTS FATIGUE,FLIGHTS THAT LEAVE DURING SLEEP CYCLE
RE TAXI INSTRUCTIONS--THEY ARE BLURTED OUT WITH 6 DIFFERENT TURNS ALL THE WAY TO THE RUNWAY-THAT KIND OF LEADS AND AIRCRAFT CREW TO DO SOMETHING THAT COULD CAUSE A GROUND INCUSRISON
AIRSPACE CONGESTION IF A PILOT SEES A TREND AMONG RJ TRAFFIC,
CHECKING AT THE AIRPORT. NOT CHECKING THE RIGHT PEOPLE
A T C SHOULD NOT BE CON TROLLING MULTIPLE SECTORS,BECAUSE IT'S NOT SAFE
AIRPORT MARKINGS BEING STANDARDIZED
COCKPIT SECURITY
MAINT. OUTSOURCING
IN THE CARGO INDUSTRY I DON'T SEE THE INCREASE SECURITY VIGILENCE THAT WE SHOULD HAVE SINCE THE X
THE TIME FOR 60 DAYS IS TOO SHORT FOR SURVEY QUESTIONS
TEND TO UNDER STAFF AT NIGHT IN TOWER
SATURATIONOF THE SYSTEM(OVERLOADED)
SPEED FROM ATC
IN TERMINAL AREA, HAVING ATC HELP SITUATIONAL AWARENESS BY POINTING OUT OTHER AIRCRAFT, SHOULD GIVE REASONS FOR ORDERS, SHOULD TELL WHAT TO EXPECT
CONTROLLERS ARE HANDLING TOO MANY AIRCRAFT
CREW REST, EMPLOYEE MORALE, COMPANY-UNION RELATIONS, CAPTAIN'S AUTHORITY, INTERACTION BETWEEN FLIGHT ATTENDANTS AND GATE AGENTS
THE PILOTS NEED TO BE CONVINCED THAT THE SECURITY SYSTEM IS WORKING(AIR MARSHALLS, GALLEY TRUCKS, PROFILING PERSON X TRAVELERS.
CONGESTION, RUNWAY INCURSIONS, AMBIGUOUS
ATC GAVE CLEARANCE CHANGE THAT IF ACCEPTED WOULD HAVE TAKEN CREW TOO CLOSE A TYPHOON. CONCERN IS THAT ATC NEED TO MORE AWARE OF SEVERE WEATHER LOCATIONS.
TIME FRAME SHOULD BE MUCH WIDER
1. GROUND TRAFFIC CONGESTION & 2. EXTREME CONSERVATIVE NATURE OF WEATHER- GROUND STOPS
RVSM CREATS WAKE TURBULANCE ISSUES
CREW REST AND FATIGUE

D3A
DUTY TIMES AND FATIGUE ISSUES
CARGO AIRLINES, NEED TCAS
HIGH WORKLOAD OF CONTROLLERS AT [AIRPORT X]
ATC GIVE YOU DIRECTIONS DURING THE LANDING ROLLOUT MORE THAN IN THE PAST
DUE TO PAY CUTS AT MY AIRLINE , WE ARE NOW FLYING SIGNIFICANTLY MORE HOURS PER MONTH-THIS IS BECOMING EXHAUSTING AND IS A SAFETY PROBLEM BIG TIME.
GOUND CONTROLLERS MAY NOT BE QUITE AS ACCURATE AS ATC...AS THE PILOT, I HAVE TO WATCH OUT FOR
REDUCED VERTICAL SEPERATION MINIMUMS IN THE UNITED STATES
CREW EXPERIENCE AND COMPETENCE (OR INCOMPETENCE) IS A PROBLEM
TRYING COMPRESS THE NUMBER OF PLANES LANDING -TAKING OFF
GROUND DELAYS - THE SYSTEM DOES NOT ACCURTELY KEEOP YOUINFORMED OF GROUND DELAYS
FREQUENCY CONGESTION,GROUND TAXING SITUATIONS, RADUIO PHRASES RUNWAY LANGUAGE NOT CLEAREX. COMMENTBETWEEN ATC AND PILOTS REFLECT CLEAR INTATIONS
FLIGHT DUTY TIMES IMPACT ON SAFETY. NEED QUESTIONS REGARDING - NUMBER OF CONSECUTIVE HOURS-DAYS ON DUTY- LONG DUTY PERIODS INCLUDING OVERNIGHTERS, - PILOT FATIGUE,- INADEQUATE CREW REST PERIOD-POOR WORK SCHEDULES, ETC,
HOW MANY TIME HAVE YOU AND YOUR CREWMEMBERS FALLING ASLEEP ON FINAL APPROACH-IF SO HOW MANY FLIGHT LEG POSITION DURING INTERNATIONAL HAVE YOU FLOWN THAT DAY
FLYING SMALLER PLANES - WHEN LANDING, FREQUENTLY LARGER PLANES ARE BEHIND WHICH REQUIRES THE SMALLER PLANE TO TURN OFF TO TAXIWAY QUICKER THAN ANTICIPATED
FREQUENCY CONGESTION
ATC GIVES VECTORS FOR AIR CRAFT AVOIDANCE BUT DON'T TELL US WHERE OR WHAT TO LOOK FOR
DESCENDING AND ARRIVING TRAFFIC INTO AIRPORT X CROSS PATHS WITHIN 1,000 FEET WITH HIGH RATES OF CLIMB POINTS AND DESCENT. COMBINED CLOSURE RATES OF 8,000 FEET PER MINUTE.
INTERNATIONAL OPERATIONS NORTH ATLANTIC TURBULENCE
GIVEN A CLARANCE BTY ATC THAT ATC IS OT RESPOSIBLE TO MAKE SURE THAT THE CREW HAS REC'D IT
DISTANCE BETWEEN ARRIVING AIRCRAFT GETS TOO CLOSE, THE ENTRAIL SPACING GETS A LITTLE TOO CLOSE TRYING TO GET THE TRAFFIC ON THE GROUND
ISSUES OF CIRCADIAN RYTHUM AS RELATED TO FLIGHT CREW REST RESULTING IN CHRONIC CREW FATIGUE, PARTICULARLY IN INTERNATIONAL OPERATIONS
MORE Q'S RE GROUND OPS-EG, TAXI CLRNCS& POTENTIAL FOR CONFUSION THERE.
SOME THING NEED TO BE DONE BETWEEN ATC AND CREW MEMBERS INSTEAD OF VERBAL COMMUNICATIONS WITH CREWMEMBERS LAHSO OPERATIONS IS NOT WORKING TOO MANY RESTRICTIONS. THERE ARE TOO FEW UNICOM FREQUENCY THE FREQUENCY THERE ARE HAVE TOO MANY AIRPORTS SHARING
NEEDS TO IMPRO9VE ATC THE SYSTEM CAN'T HOLD THE AMOUNT OF TRAFFIC THAT BUILDS UP WAITING FOR CLEARANCES.
LANDING AT AIRPORTS WITHOUT A CONTROL TOWER THAT HA CLOSED AND LANDING AT NIGHT WHEN THERE IS NO VASI OR ILS.
TSA & SECURITY
RESPONDENT SAID THAT TFR MUST BE ADDRESSED. MANY TIMES CONTROLLER DOSNT KWOW IG PLANE IS A HELICOPTER OR AN AIRCRAFT
PILOTS SHOULD BE ARMED
CONGESTION ON FREQUENCIES
THE AMOUNT OF STRESS THAT AIRCREWS PUT ON FINAL APPROACH- THE HIGH SPEED TO THE OUTER MARKER
QUALITY OF RADAR SERVICE COULD BE IMPROVED, AIRCRAFT CAN USE ADVENCED TECHNOLOGY, BUT ATC CAN'T; CAPACITY OF AIRPORTS - LACK OF NEW RUNWAYS

D3A
ISSUANCE OF LANDING AND TAKE CLEARANCES WITH MINIMAL SEPERATION ESPECIALLY IN [AIRPORT X] CAUSES WAKE TURBERLANCE ISSUES AND AFFECTS GROUND OPERATIONS
CARGO PILOTS SHOULD BE ARMED FOR PURPOSES OF SECURITY
THERE ARE SO MANY MORE REGIONAL JETS THAT WE ARE BEING TAKEN OFF COURSE AND GIVEN UNFAVORABLE ALTITUDE AND AIRSPEED TO ACCOMDATE SLOWER, SMALLER REIGONAL AIR JETS. WERE TAKEN OFF COURSE AND BURN MORE FUEL. THIS OCCURS A LOT ON THE EAST- WEST COAST.
CONTROLLERS AND PILOTS RESPOND TO WRONG FLIGHT NUMBER, NUMBERS ARE TOO SIMILAR
FREQUENCY CONGESTION IS INCREASED SO MUCH IN LAST YEAR THAT HE CAN SEE IT AS A POSSIBLE SAFETY PROBLEM.
SECURITY ISSUES IN GENERAL
RADIO COMMUNCATION, STEEPING ON EACH OTHER OR RADIO BLOCK. DON'T KNOW WHO THE CALL IS FOR
PHYSICAL SECURITY.
PILOT FATIGUE
ATC COMMUNICATIONS GIVING MULTIPLE INSTRUCTIONS,
HAVE YOU HAD ANY PROBLEMS WITH BLOCKED RADIO CALLS DUE TO SIMULTANEOUS RADIO TRANSMISSIONS.
SHOULD STOP"LAND & HOLD SHORT". ALSO LARGE AIRPORTS,E.G. AIRPORT X, ONLY HAVE ONE CONTROLLER AT NIGHT- IT'S AN ACCIDENT WAITING TO HAPPEN
CONFORMATION OF FREQUENCY CHANGES BETWEEN FLIGHT CREW AND ATC.
PILOT REST
WEATHER UPDATES TO FLIGHT CREW ATIS-WINDSHEAR VISIBALITY NEEDS TO BE UPDATED
ATC MONITORING MULTIPLE FREQUENCIES AND MISSING CALLS
LANGUAGE CONFLECT FOR INTERNATIONAL PILOTS WHO ARE NOT COMMUNICATING IN ENGLISH
INCREASED ARRIVAL AND ACCEPTANCE RATES AT PEAK TIMES, ALSO INTERCEPT PROCEDURES
SHOULD HAVE MORE QUESTIONS ABOUT CREW MEMBERS ENTERING AND LEAVING THE COCKPIT IN FLIGHT, FREQUENCY CONGESTION IN TERMINAL AREAS
TOWER & GROUND A.T.C MORE CONCERNED TO MOVE PLANES THAN SAFETY, NEED MORE TRAINING OF PILOTS & NOT CUTTING COSTS.
FATIGUE, PRM APPROACHES ARE DANGEROUS, STAFFING OF AIR TRAFFIC CONTROL IS INADEQUATE MULTIPLE FREQUENCIES
THERE SHOULD BE SOME QUESTIONS ABOUT LANDING WITH TAILWINDS IN ORDER TO OPTIMIZE RUNWAYS.
NON-STANDARD PHRASOLOGY ON THE PART OF THE CONTROLLERS - NEED BETTER WAYS TO VALIDATE ATC.
CREW REST
OTHER FREQUENCIES INTERFERRING WITH A T IS FREQUENCIES
RVSM QUESTIONS- WHY NOT EXPAND TRACKS
HE FLIES MOSTLY TO LOCATION X WAS THIS SURVEY GEARED ONLY TO DOMESTIC FLYING?
WE JUST DO NOT GET ACCURATE WEATHER INFORMATION.FLIGHT STANDARD AND PROCEDURES ARE TOO TIGHT AND HAVE GONE TOO FAR. THE ASSUMPTIONS ARE INCORRECT.
AIRWAYS ARE TOO CONGESTED
SEPARATION REDUCED VERTICALS. IT APPEASES FAA THEY CAN'T KEEP UP WITH TECHNOLOGY OF AIR SYSTEM TO HANDLE TRAFFIC. I DON'T THINK IT IS SAFE. ATC NOT RESPOSIBLE FOR ANY OF OUR READ-BACKS. THEY LET OFF THE HOOK . NOT ACCEPTABLE TO ME
[AIRPORT X] VISUAL APPROACH IS VERY DIFFICULT TO USE THE RUNWAY [AIRPORT X] FOR A PILOT THAT'S NOT FAMILIAR WTH AIRPORT AND IS A SAFETY HAZZARD TO AIRCRAFT USING [AIRPORT X] ,IT SHOULD BE ABOLISHED
RESPONDENT SAID MORE QUESTIONS ABOUT PILOT COMMUNICATIONS AND FREQUENCES

D3A
DO Y0U THINK THE CONGESTION OR ATC FREQUENCY CHANGES CAUSES CONFLICT WITH PILOTS AND GROUND CREW. THE NEED TO TALK TO SO MANY DIFFERENT FREQUENCIES DUE TO MULTIPLE FREQ CHANGES IN SHORT PERIODS OF TIME
OVERWEIGHT LANDINGS
THE WHOLE SECURITY ASPECT NEEDS TO BE ADDRESSED. FOLKS IN THE FIELD CAN'T SEE WHAT THEY ARE DOING. SPEND TIME VERIFYING WHO WE ARE. LAW ENFORCEMENT IS VERY INVALID FOR CREW MEMBERS. SCANNING WEAPONS IS FUTILE FOR PILOTS. VERIFICATION IS NECCESSARY
WHEN WEATHER IS DOWN TO MINIMUM, THE TOWER GIVE MISS INFORMATION ALWAYS
NEED TO BE ARMED
THE US FAA DOES NOT ENFORCE THE ENGLISH LANGUAGE FOREIGN CARRIERS- CREW MEMBERS.
AUTOMATED WEATHER REPORTING SYSTEMS DON'T REFLECT ACCURACY,
TOO MANY AIRPLANES NOT ENOUGH RUNWAYS.
TOWER CONTROL ISSUE CLEARANCES WHILE YOU ARE STILL MOVING
FATIGUE ISSUES
EVERYONE IS OVERLOADED WITH ALL THIS COMPUTER STUFF. THE BUILT IN TRAP OF "HEADS DOWN" IS A GIANT TRAP WAITING TO HAPPEN. IT IS SO AUTOMATED THAT PEOPLE CONCENTRATE ON THE AUTOMATION. TWO-FOLD PROBLEM, AUTOMATION REQUIRES GREAT BRAIN POWER.
PROBEM WITH TAXI CLEARENCES AFTER LANDING. TOO MUCH INFO TOO FAST AT A CRTITICAL STAGE OF LANDING. ALSO, AIR PORT MARKINGS ARE NOT ADAQUET ESPECIALLY INTERNATIONAL.
REPITION OF JOB IS A PROBLEM. ALL CROSSING RUNWAYS SHOULD HAVE FLASHIBNG RED LIGHTS PRIOR TO APPROACHING RUNWAY. TOWER CLOSED AT NIGHT LEAVING [AIRCRAFT TYPE X] FLIGHTS W-O FIRE COVERAGE AND SLOWS RESPONSE TIME IF THERE WAS A PROBLEM. FRUSTRATION OF
WEIGHTS THAT I AM GIVEN ARE ACCURATE WEIGHTS. NOT ALWAYS ACCURATE--MAY BE A COMPANY PROBLEM. DON'T KNOW THAT THEY ARE CORRECT TILL WE ARE AIRBORNE
RUNWAY MARKINGS ARE WRONG, COMBINE UP MORE THEN ONE FREQUENCY,CAN NOT DETERMINE WHETHER AIR TRAFFIC CONTROLLER IS LISTENING
CONTROLLERS AND PILOTS READ BACK CLEARANCES TO VERIFY INFORMATION FOR THE PAST COUPLE OF YEARS WHEN REPEATING A CHANGED TO A CONTROLLER AND THEY DO NOT CORRECT YOU WHEN YOU READ AN INCORRECT FREQUENCY CHANGE
LAND AND HOLD SHORT
ALTITUDE DEVIATIONS AND CONTROLLER READ-BACK HEAR-BACK;YOU ANTICIPATE AN ACTION RATHER THAN ACTUALLY HEARING EWHAT YOU'RE SUPPOSED TO BE HEARING
INROUTE WEATHER IS WHAT PILOTS FACE MOST OF THE TIME; NOT ATYIS
PILOTS TOLD TO HOLD WITHOUT ADEQUATE FUEL - DOES ATC KNOW WHAT THEY ARE DOING REGARDING AIRSPACE OR RUNWAY UTILIZATION
OUTSOURCING OF AIRCRAFT MAINTENANCE. LACK OF FAA TO MONITOR THAT MAINTENANCE. TRAFFIC VOLUME APPROACHING SATURATION AND TIMES. AGE 60 RULE SHOULD BE RAISED.
COMMUNICATION ENROUTE FROM ATC
ASK ? ABOUT THE AMOUNT OF TRAFFIC
ONE PERSON WORKING ALL FREQUENCIES AT LARGER CITIES
AVIATION SECURITY
FLIGHT AND DUTY TIME RULES
LAND AND HOLD SHORT OPERATIONS ARE A PROBLEM
CRE FATIGUE
LAND AND HOLD SHORT,
MAINTENANCE PROCEDURES

D3A
MAKE THE SURVEY COVER 6 MONTHS
CLASS B AIRSPACE IN T E B [AIRPORT X]
FREQUENCY CONGESTION FROM ATC, MORE ABOUT GROUND CONTROLLER CONGESTION ISSUES AT BUSY HUB AIRPORTS
TRAFFIC CONGESTION AT PEAK TIMES AT AIRPORTS
TENDANCY FOR ATC TO WORK MULTIPLE FREQUENCIES
READBACKS OF CLEARANCES ARE ACCOUNTABLE TO PILOT, EVEN IF ATC HASN'T CONFIRMED. CLOGS RADIOS MORE EN ROUTE. ATC SHOULD RESPOND MORE.
SECURITY SCREENIG OF PILOTS AND OTHER CREW MEMEBERS
BETTER RADAR ADVISORY CAPABILITY
CONTROLLER LISTING TO READ BACKS, CONGESTION IN TERMINAL AREAS, SIMILIAR CALL SIGNS ON THE
MIXING SMALL JETS WITH HEAVY JETS AT HIGH ALTITUDE, PLACING REGIONAL JET IN FRONT OF OTHER JETS DURING TAKEOFF
PROBLEMS WITH APPROACH CONTROL CHANGING WITHIN ATIS,
INCLUDE GROUND DELAYS OR HOLDS DUE TO WEATHER, ONCE IN THE AIR ,,,,IF THE DELAYS ARE NECESSARY, MY THOUGHTS ARE THAT THEY SHUT DOWN THE SYSTEM PREMATURELY DUE TO WEATHER DELAYS.
PILOT FATIGUE
HOW MANY TIMES A PILOT EXPERIENCE FREQUENCY CONGESTION TO BE UNSAFE.
NATIONAL FLOW CONTROL
VALIDITY OF THE PRM APPROACH WITH A DESCENDING BREAKOUT
INCONSISTANT SECURITY MEASURES AT VARIOUS AIRPORT , YOU HAVE TO DIFFERENT THINGS AT EVERY AIRPORT
RUNWAY INCURSIONS ON THE RUNWAY ASSIGNMENTS
FREQUENCES ARE PROBLEMS AT SOME AIRPORTS
ATC COMMUNICATIONS IS ONE OF THE MOST IMPORTANT AREAS OF PROBLEMS. TOO MANY PLANES , FEW ATC , WEATHER PROBLEMS ALL COME TOGETHER IS A PROBLEM
FATIGUE
LOCATION X LANGUAGE BARRIERS. ALCOHOL SERVICE SHOULD HAVE NONE. AIR MARSHALL PROGRAM-KEEP GUNS IN COCKPIT ONLY NOT PILOTS TAKE THEM OFF OF PLANE
CHANGING RUNWAYS AT THE LAST MINUTE IN [AIRPORT X] AND [AIRPORT X].
SECURITY - GENERALLY KEEPING UNDESIRABLE PEOPLE OUT OF AIRPORTS AND OFF THE PLANES. SCREENING AND METHODS ON BOARD. - KEEPING HOSTILE PASSENGERS AWAY FROM THE COCKPIT.
FLYING ON THE BACKSIDE OF THE CLOCK
POSITION IN HOLD CLEARANCES--THEY ARE SCARRY.
DANGEROUS GOODS HANDLING-NEEDS MORE FAA INVOLVEMENT. NEED MORE EDUCATION OF THE TRAVELING PUBLIC. ALSO, AIRPORT SIGNAGE VERY OFTEN IS NOT PROMINENT
INCREASED FREQUENCY CONGESTION BETWEEN [AIRPORT X] IN THE NORTH EAST
TCAS-GPWS-LIKE TO SEE IT MANDATORY.
CONGESTION AT THE MAJOR AIRPORTS, TOO MANY AIRCRAFTS AND NOT ENOUGH RUNWAYS
TAXING AND APPROACH CATEGORY 3 SOMETIME YOU DON'T KNOW WHERE YOU ARE ON THE RUNWAY
ATC OVERLOAD AND WORKING MULTIPLE FREQS AT THE SAME TIME
THE RSVM- THE FOREIGN CARRIERS ANY CONFLICTS AND HOW DO YOU RESOLVE THESE ISSUES
COMMUNICATION IN THE COCKPIT. TRAINING ISSUE.
CREW FATIGUE IS A BIG ISSUE
FREQUENCY CONGESTION, FAA INTERPRETATION THAT PILOTS ARE RESPONSIBLE FOR RESPONDING TO ATC
PILOTS AND CREWMEMBERS SHOULD BE ASKED FATIQUE QUESTIONS
MANAGEMENT PUSHING PILOTS TO ACCEPT FLIGHTS THAT ARE NOT SAFE

D3A
CONSISTENT PROBLEM WITH ATC EXPECTATIONS PUSHING PILOT PERFORMANCE, ARRIVAL AND DEPARTURE
NEED TO ADDRESS DUTY TIME
[AIRPORT X] KEEP YOU HIGH TO THE MAARKER AND THEY TALK SOOO FAST NO TIME TO RESPOND OR GIVE
RUNWAY CHANGES
LAND AND HOLD SHORT OPERATIONS.
R SAID COMUNICATION BETWEEN ATCAND THE AIRCRAFTS BETTER COMMUNICATION WITH ATC , ALSO ADDRESS GROUND TAXIS WAY MARKINGS NIGHT AND DAY
THE CLEARANCE TO LAND SHOULD BE GIVEN FAR ENOUGH IN ADVANCE SO THAT PILOTS FLYING THE AIRCRAFT X PLANES HAVE ENOUGH TIME TO CHECK EVERYTHING AND CHANGE THE COMPUTER BEFORE LANDING--THE CONTROLLERS DO NOT GIVE US ENOUGH TIME.
CONGESTION ON THE FREQUENCY
SECURITY AT THE AIRPORTS - SECURITY IS MORE LAX IN THE CARGO SIDE.
COMPENTENCY OF ATC IN SOME AREAS - IS THERE ANY SPECIFIC TERMINAL AREAS IN WHICH YOUR CONFIDENCE IN THE ATC IS LESS THAN YOU EXPERIENCE ORDINARILY
FATIGUE FACTORS IN TIME AND DUTY. TOO MANY HOURS PER DAY TO STAY ALERT. REST REQUIREMENTS.
POOR PILOT-CONTROLLER UNDERSTANDING OF COMMUNICATIONS
DUTY TIME
FATIGUE CREWMEMBER IN THE COCKPIT
GROUND OPERATIONS, THE WAY THEY TAXI (VERY FAST AND THEY GET FAVORITISM FROM CONTROLLERS AND VIOLATES A LOT OF FARS)
QUESTIONS ABOUT PLACING SKY MARSHALLS ON EVERY FLIGHT
THERE IS A LOT OF EXTRANEOUS INFO ON ATIS THAT COULD INSTEAD BE ON NOTAM. ALSO, ATIS COULD BE CONVERTED TO AUTOMATED VOICE WHICH WOULD BE CLEARER AND MORE HELPFUL.
THE PROBLEM WITH A.T.C FLOW CONTROL
LANGUAGE BARRIER
CHART NOTUM BEING WORDED INCORRECTLY
THE RECALL PERIOD SHOULD BE EXPANDED FROM 60 DAYS TO LONGER
PILOTS SHOUD CARRY SIDE ARES IN THE COCKPIT AREA
HOW DOES MANAGEMENT GET ALONG WITH THE PILOTS GROUP
PILOT REST REQUIREMENTS ARE AN ISSUE
FATIGUE AND DISRUPTIONS
THE PROPOSED RVSM NEED A REQUIREMENT ABOUT TCAS BEING REQUIRED AS IN LOCATION X... A SORE POINT IN THE CARGO COMMUNITY.
T-CAS ALERTIN CONJUNCTION WITH OTHER ALERTS GOING ON IN COCKPIT
EXPAND UNDESIRABLE ALTITUDE-AIRSPEED QUESTION-WHY TOO HIGH OR FAST OR HOW MANY TOO HIGH-FAST
EXPAND THE TIME WINDOW FROM 30 DAYS WITH THE QUESTION ABOUT ATC AND AIR TRAFFIC CONGESTION
T-CAS NOT REQUIRED FOR CARGO AIRCRAFT, NO FIRE SUPPRESSION SYSTEM REQUIRED FOR CARGO AREA OF CARGO AIRCRAFT
VOICE COMMUNICATION BETWEEN ATC AND PILOTS IS A DETREMENT TO SAFTELY, FREE FLIGHT PROGRAM NEEDS TO BE AUTOMATED, CONTROLLERS TIED TO GPS
AT DIFFERENT TIMES WE HAVE ONE CONTROLLER WORKING SEVERAL DIFFERENT FREQUENCIES--EVERYONE LOSES IN THAT SITUATION
HOW MANY TIMES PEOPLE BROKE THEIR COMPANIES OPERATING PROCEDURES? HOW MANY TIMES DID YOU FLY PLANE OUT OF SOME OPERATIONAL LIMIT FOR THE AIRPLANE?
CONGESTION ON GROUND IN THE AIR AND ON THE FREQUENCIES
WE CANT CARRY KNIVES BUT THERE ARE WINE BOTTLES IN FIRST CLASS

D3A
ATC USING MULTIPLE COMMUNICATION FREQUENCIES,
THEY HAVE ONE CONTROLLER WORKING SEVERAL FREQUENCIES BUT THEY DON'T PATCH THROUGH WHEN THEY'RE ON ANOTHER FREQUENCIES;THEY SHOULD LINK EVERYONE TOGETHER--IF WE CAN HEAR ONE ANOTHER, WE CAN WAIT.
WHEN A CONTROLLER IS WORKING MULTIPLE FREQUENCIES THE PILOT CAN'T HEAR THAT--AND THE CONTROLLER CAN'T DEVOTE 100% ON ONE PLANE BECAUSE HE HAS TO DEAL WITH MULTIPLE FREQUENCIES;IT'S A DISTRACTION FOR THE PILOT WHEN HE CAN'T BE IN TOUCH WITH THE CONTROLLER
TWO MAN COCKPIT FLYING OVER THE NORTH ALTANTIC WITH A 7, 8 , 9 OR LATER DEPARTURE IS TOO LATE TO HAVE TWO MEN ONLY FLYING.
MAINTENENCE RELATED QUESTIONS
R FEELS THAT CREW DUTY ISSUES SHOULD BE ADDRESS. R ALSO SAID TO ADDRESS FATIQUE ISSUES.
PARTICULARLY GOING INTO [AIRPORT X] , WHEN [AIRPORT X] HAND OVER TO [LOCATION X] APPROACH THERE'S A SCRAMBLE AND HIGH WORK LOAD THAT LENDS TO CONFUSION
FATIGUE OF PILOTS (BIG SAFETY ISSUE)
TIGHTEN UP AIRSPACE CONTROL ESCPECIALLY AT LOWER ALTITUDES, DO YOU THINK TERMINAL CONTROL AREA ARE PROPERLY WORKING, LICENCING PRORGRAMS FOR PILOTS IS INADEQUATE WITH POOR REQUIREMENTS FOR PRIVATE PILOTS
EVERYTHING UNDER ONE ROOF-SUPPLEMENTAL AND CREW REST RULES ARE NOT THE SAME
CONTROLLERS WHO ARE USING SLANG LANGUAGE
AIRPORT SECURITY PROBLEMS
OVERALL AIRSPACE CONGESTION
FATIGUE
REJECTED LANDINGS
BETTER REACTION IF IT WERE THE LAST YEAR AND NOT THE LAST 60 DAYS, YOU WOULD GET MORE INFORMATION INSTEAD OF A SNAP SHOT
T-CAS ON CARGO AIRCRAFT, CARRYING JUMP SEATERS
SECURITY PROBLEMS IN AIRPORTS AND ON BOARD
THE SECURITY ISSUES ARE BIG RIGHT NOW--MAKING SURE THAT CARGO IS SECURE AND NON-LETHAL
NOT HAVING T CAS ON ALL CARGO AIRLINERS BECAUSE OF COST
R SAID THE COMMUNICATION IN N.E. CORRIDORS DUE TO ATC LOAD.
CREW FATIGUE, INCLUDING FLIGHT AND DUTY TIMES
R SAID THE AIRLINES ARE COST CUTTING2.PROBLEMS ABOUT CONGESTION WITH BOTH LARGE JETS AND SMALL PLANES.IT IS DIFFERENT IN FOREIGN COUNTRIES3.SECURITY WISE PILIOTS CANT CARRY A SMALL KNIFE. THERE ARE ONLY PLASTIC KNIVES.
AIRCRAFT TYPE X , WHICH IS NEW TO THIS COUNTRY, HAS ALREADY HAD A TAIL STRIKE IN ITS FIRST 2-3 WEEKS OF USAGE.
TCAS ADVISORIES VERSUS RESOLUTIONS
AIRPORT CONGESTION...IT IS THE AIRLINE'S FAULT; EXAMPLE: REGIONAL JETS
IN [LOCATION X] WE ARE VERY DEPENDANT ON WEATHER REPORTS. FORECASTING ACCURACY SEEMS TO BE DECLINING. NAT'L WEATHER SVC HAS BEEN UNWILLING TO GIVE "OPINIONS" PROBABLY DUE TO FEAR OF LEGAL REPERCUSSIONS
CONTROLLERS SCREW-UPS
CREW FATIGUE
OCCASSIONALLY, EVERYBODY GETS BUSY & MISS CALLS FROM ONE CENTER TO GO TO ANOTHER FREQUENCY, THEY FORGET TO CALL US.
WERE YOU REQUIRED TO CHANGE AIRSPEED CHANGES MADE BY ATC THAT DISPUTE FROM TRAINING

D3A
R SAID THAT THERE ARE MANY NEW CONTROLLERS AND IT IS HARD TO REPLACE THE EXPERIENCED ATC
REVISIONS TO CLEARANCES ON PDC WHICH ARE NOT ACTUAL REVISIONS
CONGESTION PROBLEMS
SHOULD COUNT PASSENGER MISCONDUCT WITHOUT DIVERSIONS, SHOULD EXPAND TIME FRAME TO 6 MONTH
APPROACH INTO LOCATION X NO LONGER HAVE RAW DATA; IT IS GPS APPROACH ONLY.
CONFUSION FROM PILOT REGARDING TAXIING DIAGRAMS AND SIGNS AT AIRPORTS
COMMUNICATION BETWEEN PILOTS AND ATC
PROBLEMS WITH SMOKE & FUME INDICATIONS AND ACTUAL
CREW RELATED COMMUNICATION. CREWMEMBERS IN THE COCKPIT THEMSELVES. FROM A CAPTAIN'S POINT OF VIEW TRY TO EXTEND THEIR AUTHORITY, TAKE CONTROL.
RADIO CONGESTION NEXT TO THE AIRPORT, HOW COULD THAT BE IMPROVED?
HF RADIO DUE TO LIMITATIONS IS INADQUATE
REROUTE PUT PILOT THRU BAD WEATHER, BUT ATC WOULD NOT ALLOW PILOT TO CHANGE ROUTE. PROGRAM FOR WEATHER AVOIDANCE BASED ON WEATHER PREDICTIONS DANGEROUS
AIR SPACE IS TOO CONGESTED
TOO MUCH SPACE BETWEEN AIRCRAFT ON INTERNATIONAL FLIGHTS, PACIFIC FLIGHTS ARE STUCK IN LONG TERM ALTITUDES, VHF RADIO RELIABILITY IS MARGINAL
AIRPORT SECURITY, AND THE FAA REACTION IS ADEQUATE TO THE SITUATION, AIRPORT SECURITY SHOULD NATIONALIZE INSTEAD OF THE PRIVATE SECTOR, THE FAA POLICY IS FULL OF POLITICS AND DOESN'T SUPPORT THE PILOTS AT ALL
CREW REST AND DUTY TIME, ATC IS NOT AS PROFESSIONAL AS IT NEEDS TO BE
CREW REST AND CREW DUTY DAYS
WAKE TURBULANCE DURING TAKEOFF & IMMEDIATE TAKE-OFF CLEARANCE DUE TO CLOSELY ARRIVING AIR
GROUND CONTROLLER COMMUNICATION NEED TO BE CLEAR SPECIFICALLY IF THERE A LOT TAXIWAY CLOSURES-IE [AIRPORT X]
THE A.T.C SYSTEM PUTS ANY AIRCRAFT IS PUT TOO CLOSE BEHIND OTHER LANDING AIRCRAFT
SOME AIRPORTS TALK TOO FAST WHEN DEALING WITH HIGH CONGESTION
SATURATION IN [AIRPORT X]-EVEN THOUGH THEY'VE REDUCED #'S. ALSO, THE PARALLEL LANDINGS IN [AIRPORT X] -WE SEE NUMEROUS RA'S ON T-CAS BUT ATC NEVER BRIEFS US WHEN THEY DO SIMULTANEOUS LANDINGS. ALSO, GROUND CONTROL & METERING SYSTEMS.
SECURITY -SCREENING-ARMED INDIVIDUALS
INTERNATIONAL FLIGHT COMMUNICATION WITH LOCATION X AND THEIR CONTROL TOWERS.
THE QUALITY OF THE VOICE TRANSMISSION FROM ATC WHERE WE DO NOT UNDERSTAND WHAT WAS SAID (ARTICULATION)
COMMON TYPE RATINGS- [AIRCRAFT TYPE X] AND HAVE DIFFERENT LANDING CHARACTERISTICS. SOMETIMES THEY DON'T LAND ALIKE-NEED TO TREAT [AIRCRAFT TYPE X] DIFFERENT FROM [AIRCRAFT TYPE X]. WHEN YOU RARELY FLY THE OTHER TYPE BECOMES DIFFICULT TO FLY ESPECIALLY WH
COMPLEXITY OF APPROACHES VNAV AND LNAV, IMPOSITION OF RVSM OF WAKE TURBULENCE
HE THINKS WE SHOULD ASK ABOUT HOW AN INTERNATIONAL PILOT THINKS THE LANGUAGE BARRIER, RSVM AIR SPACE QUESTIONS AND VARIATIONS OF THE DIVERSIONS TO FOREIGN AIRPORTS AND AIRPORT SIGNAGE SYSTEM
WHY ARE WE NOT IN POSITIVE RADAR CONTROL WHEN WE ARE FLKING TO LOCATION X OR LOCATION X, WHY ARE WE STILL ON A TRACK SYSTEM
LACK OF USING ENGLISH IN FRANCE BY A T C
R SAID MANY PROBLEMS WITH COMMUNICATION WITH ATC @ CREWMEMBERS
ATC VERBIAGE, CAUSES CONGESTION
CARGO PLANES NEED T-CAS

D3A
GO AROUND BECAUSE OF AIRCRAFT ON RUNWAYS, SEPARATION CRITERIA BEHIND LARGE AIRCRAFT
AIRCRAFT PUBLICATIONS NEED TO BE KEPT UP TO DATE, I.E. REVISIONS
SECURITY, WE ARE NOT ALLOWED TO GO DOWN. WE HAVE TO HAVE SOMEONE WALK US DOWN , BUT CLEANING PEOPLE WERE ALLLOWED TO WALK RIGHT DOWN WITH NO ONE WITH THEM.
PILOTS FATIGUE,&DUTY TIME
SECURITY ISSUES REGARDING JUMPSEATERS AND COURIER SEATS, PROBLEM WITH SECURING COCKPITS, ACCESS TO FREIGHT RAMP
AT BUST HUBS, PILOTS ARE SOMEWHAT PRESSURED TO BE CLEARED FOR VISUALS BY ATC-ASK PILOTS HOW OFTEN THEY DON'T HAVE OTHER PLANE IN SIGHT
ASK TO KEEP HIGHER APPROACH AIR SPEED; MUST BE COMPLETELY CONFIGURED AND STABLEIZED AT A 1000 FEET; SOMETIMES HAR TO DO
GENERAL CREW REST, LENGTH OF DUTY DAY, CHANGING FROM DAY TO NIGHT WITHIN A 24 HOUR PERIOD IS A SAFETY PROBLEM
FREQUENCY CONGESTION A MAJOR PROBLEM
FATIGUE
ATIS WEATHER ABBREVIATIONS ARE A PROBLEM
THEY NEED MORE ATC WORKING
AMOUNT OF CONGESTION THAT IS CREATED IN LOCATION X BY FIXED ARRIVAL ROUTES. THIS HAPPENS EVERY SINGLE DAY IN THE LOCATION X ANYTIME OF DAY OR NIGHT
WE NEED EASIER ACCESS TO INFORMATION REGARDING TEMPORARY FLIGHT RESTRICTIONS
TRAINING
ARM PILOTS ALL OF THEM WITH FIREARMS-DEPUTIZED --WON'T NEED MARSHALLS. MAKES PASSENGERS EXPENDABLE TO HAVE LOCKED DOORS.
GROUND HANDLING--PUSH BACK EQUIPMENT--BRAKES ON W-OUT COMMUNICATING TO PILOT --NON ENGLISH SPEAKING MECHANIC--UNCOMMANDED MOVEMENT BY GROUND CREW
PROBLEMS WITH INTERPRETATION OF PROVIDING 3RD CREW MEMEBER IN FLIGHTS THAT EXCEED 8 HOURS. CONSIDER SAFETY ISSUE BECAUSE OF FATIGUE.
CREW FATIGUE IN BACK-SIDE-OF CLOCK SITUATIONS
R SAID THERE SHOULD BE QUESTIONS ABOUT GUNS TSA SAYS THE GUNS MUST BE CARRIED IN A STEEL LOCKED BOX R FEELS THAT AGUN WOULD BE BETTER IN A HOLSTER.
LAND AND HOLD SHORT OF THE RUN WAY.
CONTROLLER ARROGAANCE --HAVE ATTITUDE ABOUT QUESTION YOU MAY ASK OR CLAIRFY SOSME PROCEDURE-TEND TO INTIMIDATE PILOT KNOWING THEY CAN'T BE RETAALIATED AGAINST
SATILLITE NAVAGATION SYSTEM TO CLOSE DOWN V O R
MY CONCERN IS WITH ATC SYSTEM OUT DATED EQUIPMENT (RADAR EQUIPMENT AND TRACKING EQUIPMENT.#2 AT THE VERY CONGESTED AIRPORTS IT'S A LOT OF FREQUENCY CONGESTION
RADIO CONGESTION ESPECIALLY [AIRPORT X]
THERE IS AN IN ROUTE PROBLEM WITH LOCATION X WITH TRAFFIC ISSUES. THEY HAVE HAD TO TURN HIM 100 DEGREES. THAT WAS THE TIME THE ATE INTO THE RESERVE FUEL.
EVERY AIRPORT HAS A DIFFERENT TAXI, TAXI MARKINGS SHOULD BE OVER HAULED
DUTY REGULATIONS, GROUND MAINTENANCE IRREGULARITIES
RUNWAY TAXIWAY PAINTING TO DESIGNATE DIFFERENCE BETWEEN TAXI WAY AND RUNWAY ITS IN PVD (QUIT TESTING AND GET ON WITH THE PAINTING.I THINK IT'S VERY GOOD THINK TOWARDS SAFETY
EXCESSIVELY COMPLICATED DEPARTURE AND ARRIVAL SITUATIONS FOR NO APPARENT REASON AT SPECIFIC AIRPORTS AND EXCESSIVELY GIVEN TAXI INSTRUCTIONS GIVEN WITHOUT ENOUGH TIME

D3A
WHEN ATC WORKS MORE THAN ONE FREQUENCY IT DISRUPTS OTHER AIRPLANE, CONTROLLERS SHOULD BE ASSIGNED ONE FREQUENCY AT A TIME, APPROACH CONTROL SHOULD NOT BE PERMITTED TO ALLOW ONCOMING TRAFFIC TO CLIMB THROUGH ANOTHER AIRPLANE'S FLIGHT PATH ONLY ONE SHOULD
SECURITY CARGO RAMP, WASTED RESOURCES IN AIRLINE PERSONNEL
PILOTS UNDER STRESS DUE LABOR CONTRACT ISSUES
GROUND OPERATIONS-CAUSE CONFUSION AND PROBLEMS
FREQUENCY CONGESTION IS A BIG PROBLEM-FLUID FLOW OF COMMUNICATIONS IS IMPEDED.
FREQUENCY CONGESTION MAKES IT DIFFICULT TO SPEAK WITH ATC IN A TIMELY MANNER
THE LACK OF GRAPHICAL WEATHER AND NOTAMS INFORMATION. THERE IS A LIMITED ABILITY TO DISCUSS THAT INFORMATION, NO TURBULENCE IN FORECAST THAT ARE USEFUL OR RELEVANT LACK OF FLIGHT SPECIFIC INFORMATION LIKE LOOKING FOR A NEEDLE IN A HAYSTACK FAA CONTINUES
THE SLAM DUNK S WITH MINIMUM SEPARATION BETWEEN PLANES ESP CATEGORY 3 AND AT LOCATION X AND LOCATION X...THE LATTER RUNS THE SEPARATION A LITTLE CLOSE.
TURBULENCE AVOIDANCE FORCASTING BY ATC,
SHOULD BE QUESTIONS ABOUT OVERALL CONGESTION
QUESTIONS ABOUT ICING ON THE RUNWAY, LIKE BRAKING CONDITIONS, COULD BE INCLUDED
CALL SIGN DUPLICATION,
BETWEEN PILOTS AND AIR TRAFFIC CONTROL MISCOMMUNICATION, FREQUENCY CHANGE- ALOT OF TIMES NOT TALKING TO AIR TRAFFICE CONTROL, AIR TRAFFIC CONTROLLERS ARE OVERWORKED. LEADS TO ALOT OF FRUSTRATION AND COMMUNICATION BREAK DOWN.
HAVE QUESTIONS ABOUT NIGHT VISUAL APPROACHES
AIRPORT SAFETY
OVERCROWDED SKIES- LAND AND HOLD SHORT- PRM APPROACH
BETWEEN ATC AND THE AIRLINES PROBLEMS DEALING W CONTROLLERS DURING SLACK TIMES -WORKING MULTIPLE FREQUENCIES
REQUIREMENT @ SOME AIRPORTS FOR FASTER THAN SAFE SPEED TO OUTER MARKER
FOREIGN AIR CARRIERS FLY IN UNITED STATES AIRSPACE AND DONOT KNOW HOW TO SPEAK ENGLISH
SECURITY AT AIRPORTS NEED TO BE ADDRESSED ,[AIRPORT X] CONTROL-WORKING 2--3 FREQUENCYS
ATC CONGESTION FREQUENCY IS SATURATED HALF OF A CALL SIGN, HALF OF AN ALTITUDE CALL SIGNS ARE BLOCKED IT TAKES 4 CONVERSATIONS TO DO TWO
R SAID THE DEPARTURE PROCEDURES NEED TO BE ADDRESS IN REGUARD TO NOISE ABATEMENT AT [AIRPORT X]
KEEP GUNS OUT OF THE COCKPIT--THROWN THEM IN THE GARBAGE. TSA IS JUST ONE BIG JOKE
STUDY THE EFFECT OF FLYING BET THE HOURS OF MIDNIGHT AND 6AM, AND HOW DOES IT AFFECT THE CREW MEMBERS-CREW REST.
I THINK CREW FATIGUE IS A BIG SAFETY ISSUE WORK LOOKING INTO, CAN'T GET FOOD OR REST IN HOTELS. SOMETIMES HAVE TO BE AT AIRPORT AT 6:00AM CAN'T GET ANYTHING TO EAT.
THE QUESTION ABOUT TAKE OFF CLEARANCE REQUESTING SHOULD BE ELABORATED
SPACING FOR LANDING AND TAKEOFF
A.T.C. NEEDS TO BE PROPERLY EQUIPPED TO DO THE JOB CORRECTLY ESPECIALLY IN INCLIMATE WEATHER AND LOCATION X
TCAS EQUIPTED AIRPLANES SHOULD BE REQUIRED FOR CARGO CARRIERS , CONGESTION IS A PROBLEM IN ALL AREAS, SHOULD ACARS BE ADDED TO ALL CARRIERS?
T-CAS EVENTS AND A.T.C'S REACTION MOSTLY IN LOCATION X
SECURITY PROCEDURES AMONGST AIR MARSHALLS,
THERE SHOULD BE A? HOW MANY LAND AND HOLD SHORT CLEARANCES HAVE YOU RECEIVED AND HAVE YOU ACCEPTED IN THE LAST 90 DAYS

D3A
LIKE TO SEE QUESTIONS THAT ADDRESS RVSM
PILOTS MISREPRESENT TERMS FOR TURBULENCE ALOFT. THERE SHOULD BE A MEANS AS TO HOW TO ADDRESS LIGHT, MODERATE & SEVERE TURBULENCE.
THE BIGGEST SAFETY CONCERN IS TAXING INSTRUCTIONS FROM GROUND CONTROLLERS
FATIGUE ISSUES, DUTY TIME
MULTIPLE FREQUENCIES FOR ONE CONTROLLER AND LONGER DELAYS IN GETTING CIDS AND APPROACH INFO.
FREQUENCY CONGESTION IN BIG AIRPORTS AND PILOT CAN MISS CLEARANCES
DUTY TIMES; REST EQUIREMENTS; FATIGUE; QUESTIONS CONCERNING THE MAINTENANCE OF THE AIRCRAFT;
PASSENGER DISTURBANCES AT THE GATE WHILE PASSENGERS WERE ON BOARD. ALSO, FREQUENCY CONGESTION IS VERY MUCH A PROBLEM ESP WHEN ONLY ONE PERSON CAN TALK AT A TIME.
I THINK THESE DAYS CREW FATIGUE, PARTICULARLY SHORT CREW REST AND LONGER DUTY DAYS WITH THE AIRLINES IN TROUBLE IS A GREAT CONCERN
COMPLEX PROCEDURES AT [AIRPORT X], MUST MAKE FMS CHANGES 15-20 MILES AWAY, CAN CAUSE CHAOS IN COCKPIT
SECURITY RELATED QUESTIONS SHOULD BE ADDED, SCREENING OF CHECKED BAGGAGE IS A BIG PROBLEM
INTERNATIONAL SYSTEM - AIRSPACE UNDER FRENCH CONTROL - LANGUAGE PROBLEMS- LOSS OF SITUATIONAL AWARENESS WHEN MORE THAN ONE LANGUAGE IS BEING USED. POSITION REPORTS ON LONG OCEANIC FLIGHTS SHOULD BE MANDATED REQUIRED FOR ALL AIRCRAFTS TO HAVE SAT COM ABO
COMMUNICATION TRAFFIC CONGESTION IS A BIG PROBLEM BECAUSE CONTROLLERS ARE OVERWORKED
RUNWAY ALIGNMENT WITH MIXED GENERAL AVIATION AND LARGER JET COMMERCIAL AIRCRAFT DURNING PARARELL RUNWAY OPERTIONS
COMMUNICATION PROBLEMS ARE A BIG SAFETY CONCERN.
CONGESTION ISSUES GETTING RECLEARED FOR ORIGINAL FLGHT PLANS FOR ROUTE. CONTROL IS NOT PLANNING PROPERLY.
FAA INSPECTORS
CONGESTION PROBLEMS ISSUES BOTH ON THE GROUND AND IN THE AIR
INTERNATIONAL TRAFFIC IN AIRPORT
R SAID THERE IS SOME CONCERN ABOUT AUTOMATION. MANYPILIOTS LOOK OUT THE WINDOW EX. CHANGING RUNWAYS.
RADAR VECTORS AND CONTROLLERS HAVE BEEN BELOW MINIMUM VECTOR ALTITUDES - FAA WON'T RELEASE ALTITUDES TO PUBLIC. THIS IS NAVIGATIONAL INFORMATION NOT SECURITY INFO. FAA IS VERY RELUCTANT TO STANDARDIZE.
RADIO CONGESTION CONSTANT AIRSPEED CLEARENCE AMENDMENTS
CREW MEMBERS GETTING THROUGH SECURITY, NOT BEING SCREENED
THEY NEED TO GET FUNDING FOR MORE ATC PERSONNEL AT AIRPORT X--NOT ENOUGH TO MAN THE FREQUENCY CHANGES; ONLY ONE PERSON WORKING FRQUENCIES AT NIGHT
VOLUME AT HGH DENSITY AIRPORTS WHERE YOU HAVE A MIX OF HEAVY AND COMMERICAIL AIRCRAFT MIXED IN THE SMALL AIPLANES...THEY NEED TO BE RESTRICKED FROM HIGH DENSITY AIRPORTS..IT CAUSES SIGNIGIFICANT PROBLEMS.
FATIQUE
CONFLICTS WITH REGIONAL JETS IS A BIG ISSUE SINCE THEY ARE SLOWER THAN COMMERCIAL JETS
GOING INTO [AIRPORT X] DIGITAL ATIS NOT AVAILABLE 1 PERSON MUST BE ON ANOTHER FREQUENCY
CHANGING RUNWAYS IN APPROACH SEGMENT MORE THAN ONCE CAUSES SAFRTY PROBLEMS
APPROACH CONTROLLERS TRYING TO GET TOO MANY PLANES COMING IN AT CLOSE INTERVALS AND HIGH
CONTROLLER INSTRUCTIONS BEING GIVEN DURING CRITICAL PERIODS DURING LANDING COULD BE MISSED OR MISINTERPRETED

D3A
ATC DOES A FANTASTIC JOB. I AM ONE OF THE FEW PEOPLE WHO FEEL THIS WAY
APPROACH PROBLEMS AT AIRPORT X AND AIRPORT X THE COMMUNICATION WITH PILOTS IS GETTING CRAZIER EVERY DAY
A CONTROLLER WORKING MULTIPLE FREQUENCIES PARTICULARLY IN TERMINAL
MICROBURTST DOPPLAR RADAR LACK OF REPORTING EQUIPMENT AT SMALLER AIRPORTS.
CAUSES OF RUNWAY INCURSIONS
THE # OF FREQUENCIES THAT A T C MONITOR IS A VERY SERIOUS CONCERN
AVOIDANCE OF WEATHER AROUND THE TCA SHORTLY AFTER TAKE-OFF.
PROBLEMS ARE CAUSED BY AIRLINES AND THEIR MARKETING BOOKING TOO MANY PASSENGERS AND TOO MANY FLIGHTS, ANY GIVEN AIRPORT CAN ONLY HANDLE SO MANY FLIGHTS AIRPORTS NOT USED TO MAXIMUM CAPACITY; ATC SYSTEM DOES AN OUTSTANDING JOB-
IN ROUTE ATC DELAYS NEED TO BE HANDLED
SOMETIMES THERE IS A PROBLEM WHEN COMMUNICATION WITH ATC IS LOST.
MULTI ARRIVAL CHANGES IN [AIRPORT X] AT THE LAST MINUTE IS A BIG PROBLEM, ESPECIALLY FOR CREWS NOT FAMILIAR WITH THESE PROCEDURES
FAILURE BY ATC TO PROTECT ILS CRITICAL AREA WHEN CAT2-3 AUTO COUPLED APPROACHES ARE HAPPENING, JURISDICTIONAL CONFLICT OF ATC, RUSHING TAKE-OFFS, RUNWAY BRAKING ACTION AND SURFACE REPORTS.
DEFINE SPACE BETWEEN TIME OF TAKE OFF AND ANOTHER LANDING. TOO MANY GO AROUNDS FOR IMPROPER SPACING. AIRLINES SKIMPY ON FUEL. WHAT IS LEGAL BY FAA SHOULD BE RE EVALUATED IF AIRPORT IS SHUT DOWN. BUSIER AIRPORTS SHOULD HAVE MORE FUEL THAN A NON BUSY AI
TRAFFIC CONGESTION
CREW REST REQUIREMENTS AND CREW FATIGUE
AIR TRAFFIC CONGESTION FREQUENT CONGESTION LACK OF ACCURATE INFORMATION LACK OF INFORMATION BECAUSE THEY DON'T WANT TO GIVE IT TO YOU LACK OF CONTROL OF TRAINING TO PASS ON INFORMATION WHY DO WE HAVE TO ASK ALL THE TIME AND NOT JUST GIVEN WHY IS THE
ACCURACY OF APS IN ROUTE CAUSE EVERYONE IS ON SAME PATH ENROUTE--HAVE MORE WAKE TURBULENCE. CONGESTION AT LOCATION X AIRPORTS
R SAID MANY PROBLEMS WITH THE T_CAS ADVISORY
FUEL - ONLY GET MINIMUM REQUIRED, FLIGHT ATTENDANTS OVERWORKED
PILOT FATIQUE, LONG HOURS NEED TO BE REDUCED ESPECIALLY FOR THOSE FLYING MAXIMUM HOURS AND AT NIGHT - LEADING TO PERIODS OF INATTENTIVENESS GIVES WAY TO ERRORS
R SAID THERE ARE MANY COMMUNICATION PROBLEMS WITH INTERNATIONAL FLIGHTS IN REGUARD TO COMMUNICATION WITH ATC AND ALSO HF RADIO COMMUNICATIONS EXP. (CANT GET THROUGH)
AVAILABLE RUNWAY TO DEPART CERTAIN AIRPORTS I.E. AIRPORT X, ICING CONDITIONS.
FACT THAT CONTROLLERS ARE NO LONGER REQUIRED TO READ-BACK INSTRUCTIONS
TRANSITION FROM NON-FMC SYSTEM TO FMC-SYSTEM WHERE THERE IS A MIX OF NON-FMC AMD FMC PLANES IS CAUSING NUMEROUS PROBLEMS
SIMILAR CALL SIGNS RESULTS IN PEOPLE READING BACK WRONG CLEARANCES, PARTICULARLY IN THE TERMINAL AREA, LACK OF STANDARDIZATION AT AIRPORTS
TERMINAL AREA TRAFFIC SEPARATION PARTICULRLY IN LOCATION X-ARE WE AT MAXIMAL CAPACITY THE RECENT INCREASE IN REGIONAL JETS CONSIDERED IN THIS CAPACITY.I SEE SPACING -LANDINGS+TAKEOFFS AT MINIMUMS NOW
LAND AND HOLD SHORT WHERE IT'S HAPPENING, PROBLEMS WITH FOREIGN ATC
CONTROLLERS ON MULTIPLE FREQUENCIES
THE COMPETENCY LEVEL OF MANY FAA INSPECTORS. ALSO, THE POLITICS INVOLVED BETWEEN THE FAA & THE
MORAL OF THE PILIOTS

D3A
SAFETY ISSUES, NON PRECISION APPROACHES WITH LARGE COMMERICAL AIRCRAFTS
CHANGES WITHIN 10 MILES OF THE RUNWAY TRANSLATE TO A LOT MORE WORK ON AN FMS EQUIPPED
LANGUAGE PROBLEMS WITH FOREIGN CARRIERS
AIR SPACE CONGESTION AND AIR TRAFFIC CONTROL FLOW PATTERNS. THE ATC SYSTEM IS OVERBURDENED IT COSTS THE AIRLINES MILLIONS IN FUEL PER YEAR. PERHAPS SOMETHING COULD BE DONE WITH THE AIR SPACE DESIGN, WE ARE STILL USING CONCEPTS FROM THE 50"S.
R SAID THERE IS A LACK OF COMMUNICATION WITH CREWMEMBERS
LATE CROSSING RESTRICTION AT FIXED MARKERS,DUTY RIGS WERE CHANGED
FATIGUE, LAST FEW YEARS I'VE HAD AT LEAST 3 INCIDENTS WHERE FATIGUE HAS CAUSED ME TO ALMOST MAKE POOR DECISIONS.
FREQUENCY CONGESTION IS A BIG ISSUE
RUNWAY INCURSIONS
STANDARD PHRASIOLOGY FOR ATC AND PILOT
MAINTENANCE
FATIGUE
AIRCRAFT SEPARATION IN THE TERMINAL AREA
OVERCROWDING AT AIRPORTS
FORCES ON GROUND INCIDENCES AND TAXI PROBLEMS
CREW FATIGUE
VFR CLIMES WHILE ON IFR FLIGHT PLANS
CAPTAINS AUTHORITY IS BEING COMPROMISED BY MARKETING AND MANAGEMENT OF THE AIRPLANE, SUPPORTING GATE AGENTS ARE BEING COMPROMISED, CATERING TRUCKS CAN COMPROMISE SECURITY
INTERNATIONAL AIRFLIGHTS THAT HAVE TO FLY UNDESIREABL;Y LOW
TRAFFIC SEPARATION AND ENROUTE ALTITUDE, CONTROLLERS' FAILURE TO READ BACK CLEARENCES CORRECTLY; CONTROLLERS OPERATIONG MULTIPLE FREQUENCIES WITHOUT SIMULTANEOUS TRANSMITTING
WHEN CLEARANCES ARE CHANGED, IT WOULD BE BETTER TO GET THEM IN WRITING RATHER THAN VERBALLY. WE OFTEN LOSE SOMETHING IN GETTING THESE CHANGES.
GENERAL PROBLEM TOO MANY PLANES USING LIMITED SPACE; CRAMPED, IN TOO CLOSE; TOO MANY ALTITUDE AND SPEED CHANGES; PLANES NOT ALWAYS IN THE SAME DIRECTION
CREWMEMBER FATIGUE
NOBODY NEVER GIVES ACCURATE TOPS REPORTS, SO THAT MY PASSENGERS ARE FLYING IN CLEAR AIR, ATC OR TO ASK PILOTS TO REPORT WHAT THE TOPS ARE SO THAT THE INFORMATION COULD BE ACCESSIBLE TO ALL
AMOUNT OF RECURRENT TRAINING BEING OVERLY EXTENDED, CREW SECURITY , CABIN CREW SAFETY MEASURES
CONGESTION ON RADIO FREQUENCIES
CREW FATIGUE, OVERNIGHT REST PERIODS AND DUTY SCHEDULES
PILOTS NEEDING MORE REST
TIMELY ATIS, LOT OF BLEEDOVER CERTAIN FREQS
ATC HV NO CLUE W-EXCESSIVE AIRPLANES COMING IN. MORE & MORE MISSED & GO-AROUND APPROACHES, SAFETY HV TO BE ADDRESSED ASAP BEFORE SOMETHING HAPPENS
NEED TO ASK ABOUT USING THE TOOLS TO ACCOMPLISH BETTER ROUTING REPLACING VOR SYSTEMS, FREQUENCY CONGESTION -NEED TO ADDRESS FROM A TRAINING POSITION, REPETITION OF MEANINGLESSS
AIRPORT CONGESTION. PILOT FATIGUE.
PILOT FATIGUE +DISTRACTION--PAY LOSES , FAMILY PROBLEMS IMPACT ON MENTAL HEALTH AND THROUGH IN SEAT CHANGES CAUSE OF SENIORITY--IE PERSONAL LIFE CHANGES.
LAST MINUTE RUNWAY CHANGES AND ARRIVAL CHANGES

D3A
SECURITY RELATED QUESTIONS SHOULD BE ASKED . NASA OR THE FAA NEED TO GET SOME FEEDBACK FROM THE PEOPLE WHO ARE USING THE SYSTEM.
EXCESSIVE DUTY TIMES ALLOWED ON BACKSIDE OF CLOCK
TRAFFIC CONGESTION NEEDS TO BE LOOKED AT, WAKE TURBERLANCE
[AIRPORT X] IS CLOSE TO COMMERICAL RUNWAYS WHICH MAY RESULT IN A MID AIR COLLISION
ISSUE ABOUT RATHER PILOTS SHOULD BE ARMED IN THE COCKPIT
TRAFFIC CONGESTION
GROUND EMPLOYEE AND GROUND EQUIPMENT SECURITY
ONE ATC PERSON RESPONSIBLE FOR APPROACH, TOWER, GOUND & CLEARANCE; SHOULD HAVE MORE THAN ONE PERSON; CAUSES PROBLEMS
PILOT FATIGUE
FREQUENCY CONGESTION AND CONTROLLERS MANNING MULTIPLE FREQUENCIES AT ONE TIME.
AIR TRAFFIC CONTROL ISSUES A CLEARANCE THEY SHOULD BE REQUIRED TO LISTEN TO THERE READ-BACK
THE AIRLINE INDUSTRY IS BECOMING TOO RELIABLE ON AUTOMATION AND, AT THE SAME TIME, IS BACKING AWAY FROM RAW DATA INFO. THE RAW DATA SHOULD BE MONITORED TO BACK UP AUTOMATION.
TAXIWAY EXCURSIONS, NEAR MISSES CAUSED BY FAILING TO FOLLOW PROCEDURES, NO DATA ON BIRD MIGRATIONS TO AVOID BIRD STRIKES, GUIDANCE IN AIRPORTS
DO SURVEY ON ENGLISH LANGUAGE WITH PILOTS IN TRAINING
I THINK MORE QUESTIONS OF THE TCAS EMPHASIS. THEY OCCUR MORE OFTEN.
ENGINE STALLS (NON-PRECISION) ARE SERIOUS SAFETY PROBLEMS AND IT WOULD BE HELPFUL TO ASK QUESTIONS ABOUT THEM.-I'M ALSO SEEING A LOT OF CRACKED WIND SCREENS RECENTLY
THEY WILL NOT PROTECT THE CRITICAL AREA UNLESS WEATHER GOES BELOW 102 THIS HAS CREATED A SAFETY PROBLEM FOR HER MORE THAN ONCE.
AIRPORT SECURITY REGARDING PILOTS-CAN BE VERY DISTRACTING & BORDERLINE HARASSMENT
LAND AND HOLD SHORT SHOULD NOT BE DONE BY WIDE BODIED AIRCRAFT + PUTTING THEM ON SHORTEST RUNWAYS.
STANDARDIZED AIRPORT PARKING
COMMUNICATION - RADIO PROCEDURES AND PHRASEOLOGY, TOO MUCH SLANG
ATC UNREASONABLE REQUESTS - E.G. TO FLY AT HIGH ALTITUDE WITHIN 10 AERONAUTICAL MILES ON APPROACH, ETC
EAST COST ATC UNABLE TO HANDLE HIGH VOLUME OF TRAFFIC; SEPARATION A PROBLEM
CONTROL TOWER GIVING TAXING INSTRUCTIONS DURING LANDING
CURRENT RADAR WEATHER RELATED ISSUES IN THE TERMINAL
A QUESTION ABOUT SPECIFIC AIRPORTS TO BE AVOIDED OR DREADED (ESPECIALLY AIRPORT X) DUE TO HEAVY TRAFFIC SHOULD BE INCLUDED IN THE SURVEY. AIR CREWS HAVE TO BE ON THEIR "BEST GAME" WHEN LANDING AT THESE AIRPORTS.
INCLUDE SOME OF THE CONCERNS PILOTS HAVE ABOPUT SECURITY ENCROACHING ON NORMAL OPERATIONS
CREW REST
NORTHEAST FREQUENCY CONGESTION IS A REAL BIG PROBLEM
INCREASING NUMBER OF AIRCRAFT HAVE TO GO AROUND BECAUSE OF INCREASED NUMBER OF AIRCRAFT
POOR ENGLISH SPEAKING ATC CONTROLLERS, THE DISORGANIZATION OF WATER ROUTE INFORMATION
ANTI ICING AND DE ICING ,AYTIS DIDN'T PROVIDE UPDATED INFO. THE TOWER CONTROLLERS DIDNOT HAVE SURFICE INFO
LAND AND HOLD SHORT, STANDARD AIRSPEED TO THE MARKER, CONGESTION ISSUES

D3A
CROSSING RUNWAYS WITH ONE PLANE TAKING OFF AND THE OTHER ONE LANDING , AIRPORT X AIRPORT RUNWAY 22 AND RUNWAY, I THINK IT'S RUNWAY 27 OR 33, WHEN ONE IS TAKING OFF AND ANOTHER IS LANDING, IF THE ONE LANDING ON 27 HAS TO GO MISSED APPROACH THEY HAVE TO
MODERNIZATION OF AIR TRAFFIC CONTROL SYSTEM
AT CONTROLLERS ARE A BIG PROBLEM AND PILOTS HAVE A NEED TO TRY TO READ THEIR MIND AND END UP BEING IN A TIME CRITICAL SITUATION WHERE YOU DON'T HAVE THE TIME TO DO WHAT NEEDS TO BE DONE, HAVE TO BRIEF AHEAD OF TIME, ATC NEEDS TO GIVE MORE ADVANCED WARNIN
MERGERS WITH OTEHR AIRLIUNES HAS HEAVBY CONTENTION WWITH PILOTS. INTEGRATION OF SENIORITY SHOULD BE SET UP AHEAD AND REDUCE TENSION AMONG PILOTS
TCAS NEEDS TO BE INSTALLED IN CARGO PLANES. AIRPORT CONGESTION IS A BIG PROBLEM-THE SYSTEM IS OVERLOADED,ESP. EAST OF THE LOCATION X. AIRLINES CREATE THEIR OWN PROBLEMS BY HAVING FLIGHTS ALL LEAVING & ARRIVING AT THE SAME TIME-AIRPORTS CANNOT HANDLE ALL
IT SEEMS IN THE LAST 2OR 3 YEAR WE CLEARED TO LOWERER ATTITUDE TO A DISTENCT TO DESTINATION ATTTIUDE VERY VERY EARLY . THIS CAUSES INCREASE, UNEXPECTED FUEL BURN COMPROMISING FUEL RESERVES.
NOTAMS(THE NOTAMS SYSTEM IS CUMBERSOME AND HARD TO USE EXPECIALLY ON INTERNATIONAL FLIGHTS
PILOT FATIGUE
GROUND-HANDLING DIRECTIONAL CUES UNCLEAR, COMMUNICATIONS WITH ATC DIFFICULT
CLEAR AIR TURBULENCE
IT WOULD BE NICE TO INFO AS TO WHETHER OR NOT AN AIRPORT IS GOING TO CONTROLL SPEED ON APPROACH IE [AIRPORT X] DOES, BUT [AIRPORT X] AND [AIRPORT X] DON'T THIS OFTEN PUTS YOU IN A HIGH FAST APPROACH
FATIGUE AND TCAS
ATC REQUIRES PILOTS TO CONFIRM TO THE AIRSPACE THEY ARE RESPONSIBLE NOT ALLOWING PILOTS TO COMTINUE THEIR FLOIGHT PLAN
SIMILIAR AIRCRAFT CALL SIGNS, SIMILIAR NUMBERS
SATURATION PROBLEMS TOO MANY ARRIVALS AND DEPARTURES AT ONCE
THE SECURITY CHECK POINTS SHOULD HAVE NATIONALIZED STANDARDS
CREW DUTY TIME, ESPECIALLY FOR INTERNATIONAL FLYING
RADIO PHRASEOLOGY HAS NOT BEEN CORRECT FOR THE PAST FEW YEARS.
PILOT FATIGUE, SHORT SCHEDULING COULD COMPROMISE SAFETY
TAXIIING IN EXCESS OF THE AIRCRAFT CERTIFIED TAXIING WEIGHT, ALSO EXTENDING FLAPS AT SPEED IN EXCESS OF MAX. CERT.
PUSHING VISUAL CLEARANCE, SPLIT FREQUENCIES,
FLIGHT CREW TRAINING AND PROFICIENCY AND DEPENDENCE ON AUTOMATION ARE PROBLEMS THAT I WANT ADDRESSED
HIJACKINGS, COCKPIT SECURITY, AND DISRUPTIVE PASSENGERS AND HOW TO DEAL WITH THESE
OVER SATURATION OF MAJOR AIRPORTS. AT PEAK TIMES, THE ATC'S ARE TOO OVER-TAXED
EUROPEAN DESTINATIONS NEED BETTER RADIOS
RSVC 1,000 FT. SEPARATION SHOULD BE WORLD WIDE
PILOTS NEEDING MORE REST
PASSENGER DISRUPTIONS.
EVERYBODY SHOULD HAVE TCAS NOW.
UNREASONABLE NOISE ABATEMENT PROCEDURES
FATIGUE RULES
FATIGUE
DUTY AND REST LIMITATIONS
AIRPORTS WITH POTENTIAL RUNWAY INCURSIONS

D3A
POSITIVE CHANGEOVER OF GROUND FREQUENCIES
AUGMENTED CREW ON INT'L FLIGHTS & CREW REST-CREW DUTY LIMITATION, ESP WHEN DAY IS EXTENDED DUE TO EQUIPT PROBLEM. ALSO, ENOUGH TIME OFF BTWN INT"L TRIPS. ADEQUATE LAYOVERS AT INT'L DESTINATIONS. CREW REST IN GEN'L. CHRONIC FATIGUE DUE TO MINIMUM REST
DEALING WITH ATC FREQUENCY CONGESTION
CARGO OPERATIONS AND HAZARDOUS NEED O BE ADDRESSED
LAND HOLD SHORT BAD PRECEDURE
I HAVE A PROBLEM WITH VISUAL APPROACHES IN [AIRPORT X]. [AIRPORT X] ASKS YOU TO KEEP ANOTHER AIRCRAFT IN SIGHT FOR THE PARALLEL RUNWAY WHEN HE HAS AGREED TO KEEP YOU IN SIGHT. YOU CANNOT BOTH KEEP EACH OTHER IN SIGHT. ONE HAS TO BE AHEAD.
MAYBE ADD QUESTIONS ABOUT THE INCREASE IN REGIONAL JETS AND INCONSISTENCIES WITH EN ROUTE TRAFFIC CENTERS
RUNWAYS MARKINGS ARE POOR, REDUCE MANY TIMES THE AMOUNT OF ATC AND THIS COMPROMISES
NAVIGATING ON THE GROUND AT UNFAMILIAR AIRPORTS OR GROUND OPERATION CHANGES
DEICING THE AIRCRAFT
CREWMEMBER FATIGUE
R WANTS TO SEE A MANDATORY 2 MINUTE WAIT AND ONLY THE PILOT CAN REQUEST IT BE WAIVED; DE-ICING SHOULD BE DONE AT THE END OF THE RUNWAY AND TAKEN OVER BY FAA OR SOME OTHER AGENCY TO INSPECT AND GIVE OK TO PILOT.
WE NEED TO HAVE PHOTO IMAGING CAMERAS THROUGHOUT THE TERMINAL--SECURITY ISSUES--MY FEELIJNGS WERE THE SAME PRIOR TO X
CONGESTION IN HUB AREAS LIKE [AIRPORT X] INTERNATIONAL FLYING AND ONBOARD REST FACILITIES
ROUTING OF CLEARANCES BY ATC IS VERY STRUCTURED WITH NO ROOM TO DEVIATE
WE NEED MORE LATITUDE TO INTERPRET THE MINIMUM EQUIPMENT LIST (MEL). AS WEATHER DETERIORATES, THE CREW WORKLOAD INCREASES AND IT BECOMES LESS SAFE TO FLY. THE MEL DOES NOT INCLUDE LATITUDE FOR DYNAMIC WEATHER CONDITIONS.
ALL AIR TRAFFIC CONTROLLERS ARE TASK SATURATED-TRYING TO DO TOO MUCH IN TOO SHORT A TIME.
R SAID GROUND HOLD & WEATHER HOLDS IN BAD WEATHER
ATC DEMANDS TRACK OF ONE AIRPLANE TO KEEP TRACK OF ANOTEHR PLANE WHICH IS BEHIND THEM. THE REASONS FOR OVERCROWDING AT MAJOR AIRPORTS
AND SOMETIMES THE TOWER CONTROLERS BROWBEAT OR PRESSURE YOU INTO ACCEPTING VISUAL- JUST BECAUSE IT RELEAVES THEM OF SOME OF THEIR WORKLOAD-ALSO THESE NEW NOISE COMPLAINTS RESTRICTIONS ARE TO PROHIBITIVE, IF THERE IS AN AIRCRAFT MALFUNCTION, THE AIRCR
R SAID FREQUENCY CONGESTION IN LOCATION X @ AIRPORT X
COMMUNICATION CAPABILITY OF THE VHS RADIO SYSTEM IS POOR AND GETTING WORSE!
PREPARATIONS FOR TERRORIST INTERVENTIONS
FREQUENCY CONGESTION, DIFFICULT TO GET A WORD IN, UNABLE TO GET CLEARANCE WHILE TRYING TO LAND.
RE OVER-CONGESTION DURING THUNDER STORMS; ATC SHOULD HAVE ACCESS TO WEATHER INFO SCOPES TO SEE WHAT PILOTS SEE ON THEIR SCOPES
POOR RADIO RECEPTION FROM GROUND STATIONS IN [LOCATION X]
SECURITY CONCERNS
TRAFFIC CONGESTION AT THE MAJOR AIRPORTS AND HOW ATC AND THE AIRLINES ARE HANDLING THE ISSUE
GROUND CONTROL CONGESTION N BUSY AIRPORTS
CONGESTION AND ATC CONGESTION WITHIN THE NORTHEAST CORRIDOR, CREW DUTY TIME AND FATIGUE
WE NEED TO ASK HOW MANY TIMES WE WERE ASKED BY OUR COMPANY TO FLY UP TO OUR DUTY LIMITS. (EX.) HOW MANY TIMES HAVE YOU FLOWN WHILE FATIGUE?

D3A
NOT ENOUGH ABOUT FREQUENCY CONGESTION AND THERE IS A LACK IN TWO WAY COMMUNICATION, ATC TALKS AND PILOTS LISTEN YOU CAN'T GET A WORD IN EDGE-WISE
SEPARATION STANDARDS REGARDING WAKE TURBULENCE DURING TAKE-OFFS & LANDINGS
FATIGUE ISSUES
REDUCED VERTICAL SEPARATION POTENTIALLY DANGEROUS, MORE TCAS; AIRPORTS WITH CROSSING RUNWAYS; INADVERTENT RUNWAY INCURSIONS, SHOULD HAVE STOP BARS IN RUNWAYS
WAKE TURBULENCE- FREQUENCY CONGESTION-
RUNWAY INCURSIONS;HOW TO STOP PEOPLE FROM CROSSING ONTO AN ACTIVE RUNWAY. WHY CAN'T THEY PLACE A RED LINE IN FRONT OF THE YELLOW LINE TO LET PEOPLE KNOW THAT THEY NEED TO STOP ON THE
PROBLEM WITH UNDER STAFFING FOR ATC CONTROLLERS
CONTROLLER IS ON TWO FREQUENCIES AND PILOT HAVE PROBLEMS WITH COMMUNICATION
FATIGUE AND LENGTH OF DUTY TIMES
REDUCED VERTICAL SEPARATION FORTHCOMING
RUNWAY CONDITIONS, RUNWAY REPORTING, BRAKING ACTION REPORTS, ESPECIALLY AT SMALL AIRPORTS
BAGS ON DOMESTIC FLIGHTS ARE SCANNED.
TAXING ON TO AN ACTIVE RUNWAY
YOU CALL A.T.C SO MANY TIMES, TOO MANY FREQUENCIES
TOWERS SHOULD PHRASE RUNWAYS INSTRUCTIONS MORE COOPERATIVELY, RATHER THAN AS COMMANDS
THE PASSENGER AWARENESS OF PEOPLE THAT HAVE BEEN DETAINED OR QUESTIONED REGARDING POSSIBLE THREATS TO THE COCKPIT
LAND AND HOLD SHORT QUESTIONS, QUESTIONS ABOUT FATIGUE AND FLYING AT NIGHT, BACK SIDE OF THE CLOCK ISSUES
CONTROLLERS OVERWORKED AT AITPORTS WORKING MULTIPLE FREQUENCIES, GROUND TRAFFIC CONGESTION AROUND TAXIWAYS
THE TYPE OF CLEARANCE THAT GROUND CONTROL GIVES POILOTS ALLOWING THEM TO TAXI TO A SPECIFIED RUNWAY WHICH ALLOWS THE FLIGHT CREW TO TAXI ACROSS ANY RUNWAYS IN BETWEEN IS INHERENTLY
CIRCADIAN RHYTHM, DUTY TIME AND SCHEDULING, HUMAN FACTORS BETWEEN FMC AND PILOTS IS A PROBLEM
SECURITY IS A SAFETY ISSUE.
R THINKS THERE IS AN ISSUE ON HOW MANY TIMES IN 60 DAYS HAVE YOU BEEN CLEARED FOR APPROACH WITH LESS THAN ADEQUATE SPACING. AIR TRAFFIC IS GREAT BUT THEY HAVE SO MANY PLANES COMING IN. IF WIND ARE CALM YOU ARE GOING TO HIT WAKE TURBULENCE.
RUNWAY MARKINGS ARE NOT CONSISTENT FOR AIRPORTS, ESPECIALLY WHEN LANDING ([AIRPORT X], [AIRPORT
SOMETIMES ATC-INGLE CONTOLLER IS WORKING ATC WHIOCH CAUSES TROUBLE WHEN CO-SIGNS ARE CLOSED
COMMON ATC FREQUENCIES AT AIRPORTS WITHIN 350 NAUTICAL MILES OF EACH OTHERS ON SIMILAR FREQUENCIES. DECREASING FLIGHT EXPERIENCE IN TURBON JET AND PROP POWERED PERSONNEL.
FREQUENCY CONGESTION
GROUND HANDLING OPERATIONS THAT COULD BE HAZARDOUS (E.G. FUEL TRUCKS PARKING UNDER THE AIRCRAFT BEFORE ACTUAL FUELING)
HF FREQUENCY VERY HARD TO COMMUNICATE ON, ESPECIALLY OVER THE NORTH ATLANTIC
[AIRPORT X] TOO CONGESTED, RELYING TOO MUCH ON VFR TRAFFIC
STANDARDIZE TSA AT ALL AIRPORTS SO WE KNOW EVERY PLACE IS SAFE
TOWER CONTROLLERS TRYING TO RUSH OR EXPEDITE ATC AT CERTAIN TIMES. RUSHING THE CREWS TO MAKE DEPATURE TIME.
SECURITY SCREENING ISSUES, PASSENGER SCREENING , ATC CENTER SOFTWARE, AUTOMATIC PUSH BACK CLEARANCE THROUGH ACARS

D3A
BUSY AIRPORTS COMING IN AND OUT DURING PEAK TIME ATC INSTRUCTION AND INFO IS EXTREMELY RAPID, THE SYSTEM IS OVER TAXED.
TRAFFIC CONGESTION+FREQUENCY CONGESTION OVERUSING EMERGENCY FREQUENCY BY PILOTS AND ATC. CREW REST AND FATIGUE. DEGREDATION OF CAPTAINS AUTHORITY BY CERTAIN AIRLINES+SAFETY COMPROMISE IT BRINGS ABOUTY
COMMUNICATION BARRIER AND ENGLISH IN OTHER COUNTRIES ARE DIFFICULT
PILOT FATIGUE
CONCERN ABOUT ATC EFFICIENCY IN MANAGING TRAFFIC AND CONSISTENCY OF SAME AT AIRPORTS ACROSS THE COUNTRY, SEEMS NEED FOR STANDARD TRAINING OF ATC CONTROLLERS
LAND AND HOLD SHORT
TRANSPORT SIZE OF AIRCRAFT OPERATING WITHIN CORPORATE AIRSPACE, CONGESTION BETWEEN GA AIRCRAFT AND TRANSPORT SIZE OPERATING TOGETHER
REDUCED SEPARATIONS ON APPROACH AND PRM
FREQUENCY CONGESTION, AND TRAFFIC SATURATION
THE MAIN CONCERN I HAVE IS ABOUT THE CONGESTION AT THE TERMINAL AREA.
INCORPORATION OF NEW TECHNOLOGIES WHICH ARE AVAILABLE BUT NOT BEING USED IN [AIRCRAFT TYPE X]
SECURITY-SCREENING OF CREWMEMBERS
CREW REST;FREQUENCY CONGESTION
SCREENING BAGGAGE
MAJOR ISSUE IS FREQUENCY CONGESTION
FREQUENCY CONGESTION ON THE GROUND AND AIR,ALSO THE TIMING OF FREQUENCY CHANGES
IN TRAFFIC ATC PUT ONUS ON PILOT FOR VISUAL SEPARATION- AND MIGHT NOT COMPLY WITH
RECENT INCREASE IN INCIDENTS, DUE TO PILOT FINANCIAL STRESS
CONSISTENTLY BRINGING/KEEPING SPEED UP UNTIL CLOSE INTO AIRPORT
SECURITY COMES TO MY MIND
COMPANY TO PERFORM FLIGHTS WITH POSSIBLE MAINTENANCE PROBLEMS. FLIGHT DUTY LIMITATIONS CONCERNING FATIGUE.
TRAFFIC SEPARATION AT BUSY AIRPORTS IS BECOMING A FACTOR AND AN INCREASE IN WAKE TURBULENCE EVENTS AND IS ONLY GOING TO GET WORSE;IT IS A SAFETY ISSUE
RUNWAY INCURSION & INCONSISTANT TERMINOLOGY
ALSO ELECTRIFY THE COCKPIT DOORS FROM INSIDE THE COCKPIT BY RUNNING WIRES INSIDE THE DOOR
AIRBORNE MALFUNCTIONS SUCH AS HYDRAULICS OR FLIGHT CONTROL COMPONENTS.
CREW REST CAUSED BY CHANGING TIME ZONES
QUESTIONS ABOUT LAND AND HOLD SHORT, FATIGUE QUESTIONS ABOUT DUTY TIME, WINTER RUNWAY MAINTENANCE
ATC IS A PROBLEM - THEY ARE OVERWELMED
IT IS TOO SAFE IN THE AIR;YOU GET ONE STORM IN THE SYSTEM AND THEY GO OVERBOARD IN SHUTTING THE CENTERS DOWN WHEN THE BUSIEST CENTER, [AIRPORT X] DOESN'T GET SHUT DONE AND DOES FINE--AND IT HAS JUST AS MANY THUNDERSTORMS.
FATIGUE
CAN'T LAND A JET, GO IN REVERSE, BREAKING & KEEPING IT ALL ON THE CENTER LINE, LOOKING FOR A TURN OFF ON THE RUN WAY; TOO BUSY TO FULLY UNDERSTAND AND RESPOND BACK TO ATC; AND ATC DIRECTIONS
A.T.C. IS IMPATIENT AND HAS ONE-WAY COMMUNICATION PRACTICES. IT IS HARD FOR THE PILOT TO GET A WORD IN EDGEWISE.
FREQUENCY CONGESTION

D3A
CONGESTION BELOW 10,000 FT AT MAJOR AIRPORTS
MOST CONFUSING IS SIMILARLY SOUNDING CALL SIGNS -IE- [AIR CARRIER X] AND [AIR CARRIER X]
QUESTION SHIOULD BE ASKED ABOUT CONTROLLER WOKLOADTRACON ARE OVERWORKED
DEARTURES AND ARRIVALS ARE TOO CLOSE TOGETHER, TOO CONGESTED, PRESSURED TO ACCEPT VISUAL APPROACHES, KEPT HIGH DUE TO NOISE CONTROL
PILOTS GETTING REST
JAMMED FLIGHT CONTROLS
DECREASE IN MAINTAINCE QUALITY OF THE AIRPLANES, MORE OF A WILLINGNESS TO DEFER MAINTAINCE RATHER THAN FIX THEM
;SOME AIRPORTS ARE NOTORIOUS FOR SLAM DUNKING-LOCATION X AND LOCATION X ARE THE WORST
ATC OVERWHELMS AIRPORT CAPACITY
FREQUENCY CONGESTION IN NORTHEAST CORRIDOR
NOW MORE COMPLEX NOW SEEMS EVERY AIPORT IS UNDER CONSTRUCTION TAXI CHANGES+BARRICADES
FLIGHT AND DUTY TIME
LENGTH OF LINES FOR SECURITY MAKE SOME PASSENGERS A LITLE ANTSY-IRRITATED
GET RID OF HIGH FREQUENCY (HF) RADIOS AND REPLACE WITH SATCOM
ATC FREQ CONGESTION, ESP IN THE LOCATION X
CLEARANCE TO TAKEOFF ON USABLE RUNWAY DUE TO THUNDERSTORMS IN THE DEPARTURE QUARTER, RUNWAY BEING UTILIZED DUE TO TRAFFIC CONGESTION ON THE OTHER TWO RUNWAYS.
AIRPORT IS MORE CONGESTED - ATC TENDS TO SPACE AIRCRAFT CLOSER TOGETHER. T-CAS IS WONDERFUL EVERYBODY SHOULD HAVE IT.
CREW FATIGUE, DUTY TIME, LIMITATIONS, ETC.
SECURITY
AIRLINE MAINTENANCE NOT BEING PERFORMED, REALLY NEEDS LOOKING INTO
THE FAA RULES AND PENALTIES ARE THE BIGEST HARM TO SAFETY. RULES TAKE PRECEDENCE OVER SAFETY;A PILOT GETS WRITTEN UP WITH A VIOLATION AND CAN JEOPARDIZE HIS JOBS IF HE CHOOSES TO ENSURE THE PLANE'S SAFETY OVER STRICTLY FOLLOWING FAA REGULATIONS.
FATIGUE
REASSIGNMENT OF ARRIVAL AT LAST MINUTE CAUSES REPROGRAMMING, CONFUSION
ATC ENCOURAGE HIGHER SPEEDS NEAR AIRPORT THAN CREWS ARE COMFORTABLE WITH
PILOTS FATIGUE
QUESTIONS ABOUT COCKPIT SECURITY AND FAA RESPONSE MILITARY PROCEDURES IN RESPONSE TO A TERRORIST , COMMUNICATIONS BETWEEN FAA COMPANY, FBI AND MILITARY TO WORK TOGETHER
RADIO COMMUNICATION
FATIGUE
CONGESTED AIR SPACE, CONGESTION ON RUNWAYS W-ATC ON THE RADIO & CROSS RUNWAYS
NOT ENOUGH REST FOR PILOTS
FATIGUE FACTOR
PROBLEMS WITH DE-ICING DURING WINTER MONTHS- FROSTING ON VARIOUS PARTS OF THE PLAN THAT COULD BE A PROBLEM
FREQUENCY CONGESTION AND THE FAA'S POSITION ON READ-BACK AND PLACING BURDEN ON PILOT; RNAV DEPARTURES AND ARRIVALS REQUIRING DME. DME AND NOTAMS ARE CONFUSING AND UNMANAGEABLE. THIS PLACES ADDITIONAL BURDON IN AN FMS COCKPIT.
CONTROLLER WORKLOAD IS TOO HIGH
TWO MANY AIRCRAFT FLYING INTO CERTAIN AIRPORTS AROUND THE COUNTRY.

D3A
DIFFERENT LEVELS OF SAFETY REGULATIONS; LARGE AIRPLANES IN CONGESTED AIRSPACE SHOULD HAVE ACCESS TO TCAS; HIS CARGO PLANE MUST RELY ON THE PASSENGER PLANE TO REACT TO A TCAS ADVISORY.
THE NEED FOR UPDATED DOPLAR RADAR AT MANY OF OUR AORPORTS, AS WELL AS UPDATED SAFETY
PROCEDURE IS BEING TAUGHT TO THE EXCLUSION OF PROFICIENCY, WE ARE BEING TAUGHT NOT TO THINK, CARRYING OUT ROTE PROCEDURES, HAVING NO EXPERIENCE BEING OFF THE RAILS
THERE ARE TWO: THE ATC CONGESTION AT CERTAIN TIMES AND UNREASONABLE SPEED REQUESTS NEAR THE AIRPORT WHEN THERE IS LOW VISIBILITY IE. [AIRPORT X] & [AIRPORT Y] AND [AIRPORT Z], THE RUNWAYS ARE VERY NARROW AND PLANES OVERRUN ONE ANOTHER...ONE DAY THERE WILL BE A COLL
RUNWAY REASSIGNMENTS WITH NO APPARENT REASON
CREWMEMBER FATIGUE
CREW REST,, CRM PRODEDURES. ALSO PERSONAL CONFLICT WITH A FELLOW CREWMATE
CONFUSING CONVERSATION BETWEEN ATC & CREW
MORE QUESTION SECURING THE COCKPIT AREA, PROBABILITY OF ARMING THE PILOTS, PROBLEMS OF CREW ESSENTIALS BEING TAKEN AWAY, PROBLEMS WITH SLAM DUNK PROFILES IN REAL LIFE SITUATION -MORE TRAINING NEEDED
IN SOME SOUTH WEST AREA AIRPORTS ATC EXPECTS US TO FLY TOO FAST- ATC EXPECT US TO BE TOO FAST [AIRPORT X] --I DON'T GO THERE THAT OFTEN+ AM NOT FAMILIAR WITH THESE AAIARPORTS
ATC CONGESTION MAINLY ON THE LOCATION X
NEED MORE PERSONNEL AT [AIRPORT X]
TRAFFIC CONGESTION,AND SWITCHING CONTROLLERS ALL THE TIME
ASK ABOUT TAS.
[AIRPORT X] SIGNS NEED TO BE RE-DONE BECAUSE THE DIRECTIONS ARE CONFUSING AND LOCATIONS REFERRED TO ARE AMBIGUOUS- NOT SUFFICIENT WIG-WAGS ON RUNWAYS IN [AIRPORT X]
R SAID BIG PROBLEM WITH FATIQUE ESPECIALLY AT NIGHT
FREQUENCY CONGESTION AND OVER RELIANCE ON RADIO SIGNAL COMMUNICATIONS INSTEAD GPS, TOO MUCH EMPHASIS ON INSIDE THE COCKPIT
COCKPIT SECURITY ISSUES, BARRING THE DOORS IN COCKPITS IS A GOOD IDEA, CREW MEMBER ID, IS SECURITY GOING OVERBOARD
THERE ARE TOO MANY NUMBERS USED BY AIR CARRIER X WHICH CREATES CONFUSION AND POTENTIAL FOR ACCIDENTS (4 DIGIT #S)
SPACING INTO AIRPORTS INVOLVING LANDING
FREQUENCY 121.5 IS BEING USED LIKE A UNICOM FREQUENCY AND NOT BEING USED AS A GUARD FREQUENCY FOR THE PROPER INTERCEPT PROCEDURES
THE SECURITY AT SMALL OUTSTATIONS FOR CARGO ARE EXTREMELY LACKING;THEY DON'T SEARCH OR WAND ANYONE BOARDING A CARGO PLANE AT THE SMALL AIRPORTS. THERE SHOULD BE STRICTER SEARCHING FOR THE CARGO INDUSTRY
R SAID COMMUNICATION WITH FOREIGN CONTROLLERS CAN BE DIFFICULT. ALSO THE FEMALE ATC ARE DIFFICUTE TO COMMUNICATE WITH DUE TO THERE HIGH PITCH VOICES
FATIGUE- DUTIE-REST
LACK OF GOOD WEATHER FORCASTING AND WEATHER REPORTING. CONFLICT WITH ATC AND WEATHER
RECEIVING TAXIS CLEARING WHILE LANDING
TRAFFIC-AIRWAY CONGESTION, AIRWAY STRUCTURE, AND RVSM COMING INTO THE US.
SECURITY SCREENING OF CREW (LIKE FINGERNAIL CLIPPER CONFISCATION)
CONGESTION IN UPPER SPACE CAUSE OF REGIONAL JETS.

D3A
DEVELOPMENT OF AIRCRAFT-AIRPORT SECURITY SYSTEM WHICH WILL GUARNTEE AIRCRAFT AND CREWMEMBER FROM TERRIORTS THREATS.
ON VISUAL APPROACHES, SPACING OF AIRCRAFT COMPROMISED BY CONTROLLER CREATIVITY-SHOULD ALLOW PROPER SEPARATION AT ALL TIMES RE SPEED
TRAFFIC CONFLICTS IS MY BIGGEST CONCERNS AND ALSO THE SPEED IN WHICH CONTROLLERS TALK AND HANDLE TRAFFIC IN CERTAIN AIRPORTS-THEY GET INTO THEIR OWN VERNACULAR ASSUMING THAT EVERYONE KNOWS WHAT THEY'RE TALKING ABOUT--AND WE DON'T
NEED TO MAKE MORE CLEAR THE CLEARANCES ISSUES CONTROLLERS WHILE AIRBORNE ,PILOT FATIGUE QUESTIONS, PILOT MENTAL HEALTH QUESTIONS,
STABILIZED APPROACHES IN AIRPORT X AND OTHER AIRPORTS
THE FACT THAT ONE CONTROLLER MONITORS 2 FREQ. AND YOU CAN ONLY HEAR ONE FREQUENCY IT GREATLY REDUCES YOUR ABILITY TO COMMUNICATE WITH THAT CONTROLLER
ATC AND PLANE COMMUNICATION TECHNOLOGY NEEDS TO PROGRESS
CARGO CARRIERS FLY AT NIGHT, RADIO FREQUENCY CONGESTION AND AIR SPACE CONGESTION IS A PROBLEM.
GO INTO PROBLEMS THAT ARE GENERATED BY A T C
QUESTIONS ABOUT ACCEPTING A LASSO,CLEANCE , NEED TO ADD QUESTIONS ABOUT LOSS OF COMMUNICATION DURING FLIGHT
PILOT FATIGUE RE NIGHT FREIGHT FLIGHTS. FAA RULES S-B SAME FOR DAY & NITE OPS
NEED TO LOOK AT ALL THE STATION NOTAMS PRINTED ON WEATHER REPORTS.TOO MANY THINGS IN THERE -- MAY CHANG APPROACH MINIMUMS + NO TIME TO LOOK THAT UP
ATC SLOPPY CONTROLLERS
LIMITED ATC APPROACH FREQ'S MAKE IT HARD TO VERIFY OR QUESTION CLRNCE TIMELY
CONTROLLERS ON MULTIPLE FREQUENCIES AT ONE TIME
BRAKING ACTION REPORTS ON SNOW COVERED RUNWAYS
ATC'S NOT KNOWLEDGEABLE ON WAKE TURBULENCE & WHAT THEY CALL IT
CREW FATIGUE
ELIMINATE SIMILAR CALL SIGNS ON SAME FREQUENCY AT SAME TIME- NEW ROUTING GIVEN WITHOUT PILOT
AIRPORT SCREENING OF PASSENGERS
I WOULD LIKE TO SEE A SURVEY MORE OPINION RELATED
DID YOU HAVE ANY PROBLEM WITH RECREATIONAL AIRCRAFT (SOMETIMES HAVE BALLOONS, GLIDERS OR HOME BUILT AIRCRAFT USING AIRPORTS THAT DON'T HAVE A TOWER) HAVE ANY AIR TRAFFIC CONFLICTS?
PROBLEM SECURITY OF CARGO ,REINSTITUTION OF COMPANY JUNPSEATING IS VERY DANGEROUS
R IS VERY UPSET WITHTSA..PILIOT CANT CARRY FLIGHT ITEMS EX(. SCREWDRIVER. IN [DATE X] R HAD A ONTHE PLANE .) TODAY YOU CANT HAVE ONTHE PLANE . R WOULDNT BE HERE IF HE DIDNT HAVE THE SREWDRIVER. MUST HAVE QUEST. ABOUT TSA.
IMPLIED SEPARATION FOR TAKE -OFFS-RULE RECENTLY CHANGED & WE ARE BEING ENCOURAGED TO EXPEDITE TAKE-OFF B-4 PREV. PLANE NOSE LIFTS. FAA MAKING CHANGES LIKE THIS INSTEAD OF BUILDING THE RUNWAYS WE NEEDOFFS
DUTY TIMES NEED TO BE REVISED...THIS IS BIGGEST GRIPE...CONTRIBUTING TO PILOT FATIGUE.
ATC RADIO CONGESTION
EXPAND MID-AIR INCLUDING GO AROUND AIRCRAFT THAT ENCROUCH ON COMMERCIAL AIRSPACE
FREQUENCY CONGESTION IS A CONCERN.
CREWMEMBER FATIGUE
CREW FATIGUE IN DIFFERENT PHASES OF FLIGHT
PILOTS ARE OFTEN ASKED TO FLY AT SPEEDS HIGHER THAN THE PLANE'S DESIGN CAPABILITIES.
NEED TIME SENSATIVE RADAR BEFORE YOU START DECENT INTO A TERMINAL AREA

D3A
FREQUENCY CONGESTION OFTEN A PROBLEM ON GROUND CONTROL FREQUENCY AT LOTS OF AIRPORTS IE N.E. AIRPORTS ALSO LOCATION X AND LOCATION X- LOT OF TIMES WHEN GETTING READY TO LAND SAY 20 SECONDS TO TOUCH DOWN COMMUNICATION IS NOT GERMANE TO TOWER OPERATION BUT
SPACING ON TAKE OFF AND APPROACH
CONCERN ABOUT AIR SAFETY WITH THE ATC. THE EXAGGERATED DEPARTURE PROCEDURE
FATIGUES
FLIGHT CREW REST REQUIREMENTS,REST REQUIREMENTSMIXED FLAG DOMESTIC AND SUPPLEMENTAL FLYING
PRM, REDUCED VEHICLE SEPARATION MINIMUM, ENGLISH-SPEAKING CAPABILITY
PRM APPROACHES DONE IN [AIRPORT X] TESTING TOO MANY PLANES IN TOO SHORT OF SPACE. NOT A GOOD IDEA. RUNWAY INCURSIONS.
LAND AND HOLD SHORT- PRM APPROACH
ON APPROACH CONTROL AND TRANSITION TO THE TOWEER, THER SEEMS TO BE A LACK OF COMMUNIATIONS AND PLANNING BETWEEN THE TWO GROUPS. MANY TIMES , WE HAVE NO IDEA WHAT TO PLAN FOR WHICH OFTEN TURNS INTO A SLAM DUNCK ESP ON A VISUAL APPROACH
CREW REST & SCHEDULING, MINIMUM REST ISSUES & HOURS THAT COMPANIES ARE REQUESTING
FREQUENCY CONGESTION, IN NORMAL SITUATION THE FIRST CALL IS NEVER ANSWERED 35% OF THE TIME.
I WOULD LIKE TO KNOW HOW LONG ITS GOING TO TAKE UP SYSTEM X.
ASK ABOUT APPROACHES AND LANDING IN AIRPORT X, AIRPORT X AND AIRPORT X
USE OF SLAM DUNKS IN IMC SHOULD BE ADDRESSED
ON INTERNATIONAL FLYING-CONTROLLER COMMUNICATION RADIO FREQUENCY PHRASEOLOGY
SECURITY ISSUES-PASSENGERS ARE STILL EMBARKING ON PLANES WITH KNIVES, BOX CUTTERS, ETC.;WHY CAN'T PROPERLY TRAINED PILOTS HAVE FIREARMS ON PLANES TO PROTECT THE PLANE; WHY CAN'T ATC EXPEDITE CLEARING RUNWAYS WHEN YOU
CREW MEMBERS MIGHT LIKE TO HAVE A SEPARATE DOOR TO PASS DRINKS OR GO TO LAVATORY OR HAVE STRONGER WALL IN FRONT AREA
COMPANIES CUT-BACKS:TRAINING, FUEL LOAD, HARRASSMENT FOR CALLING IN SICK. INCREASE CREW FATIGUE DUE TO INADEQUATE FAA REGS. OVER RELIANCE ON VISUAL APPROACHES AT MAJOR HUBS. "M.E.L."-THERE ARE ERRORS OF OMMISSIONE
NOTEMS ARE OUT OF DATE, OR NOT PROPERLLY UPDATED,
ATC CONGESTION
LAND & WHOLE SHORT OPERATIONS
WAY FAA IS ENFORCING AMT OF TIME--A WRAP-FOR INTERNA'L FLIGHTS -WON'T INTERUPT WRAP IN DOMESTIC RAP FOR AN INTERN'T FLIGHT--CALL THE NIGHT BEFORE INSTEAD OF EARLY MORNING
THE EFFECT OF THESE REGIONAL JETS ON THE AIRWAY SYSTEM
APPROACH CLEARANCES CAN RESULT IN NON STANDARD CONFIRIGATION CHANSE TO LAND THE PLANE
PARTICULARLY AT [AIRPORT X] YOU ARE ASKED TO LAND WHILE AIRPLANES ARE STILL ON THE RUNWAY - HAD 3 TO 4 GO-AROUNDS IN ONE MONTH. THIS IS NOT SAFE AT ALL!
CONGESTION PUTS PRESSURE ON ATC AND PILOTS
R SAID BLOCKED RADIO TRANSMISSIONS
HEAVY WORKLOAD IN THE APPROACH WITH HIGH TRAFFIC INVOLVEMENT RESULTS IN FREQUENCY CONGESTION
GROUND COMMUNICATIONSUFFERS FROM CONGESTION
NOISE ABATEMENT
SYSTEM IS INEFFECIENT.
FREQUENCY CONGESTION - DATA LINK CAPABILITY CPDLC (CONTROLLER PILOT DATA LINK COMMUNICATION) WOULD LOVE TO SEE THIS IMPLEMENT THIS DOMESTICALLY.
CREW RESOURCE MANAGEMENT ISSUES

D3A
LAND AND HOLD SHORT OPERATIONS IN [AIRPORT X]
OVERCROWDING OF THE SKIES AND GROUND AROUND THE TERMINAL AREA
CREW REST REQUIREMENTS, ESPECIALLY ASK IF PILOTS FEEL FATIGUE EVEN WHEN CO-PILOT IS FOLLOWING FAR REQUIREMENTS
BUSINESS OF CONTOLERS DOING PEAK TIMES, WAS I GOING TO ASK THAT THE CONTROLLERS WERE TO BUSY DOING PEAK TIMES
CURRENT TSA RESTRICTIONS ALLOWING PILOTS TO HAVE NO POSSIBLE WEAPONS ON FLIGHT DECK IS UNSAFE-MAY NEED FOR SAFETY-MEDICAL REASONS
AIRCREW MEMBERS ARE BEING ASKED TO GO THROUGH EXTREME SECURITY INSPECTIONS PRIOR TO BOARDING THE PLANE MAY PLACE UNDUE STRESS ON THE CREWMEMBER
T-CAS IS NOT MANDATORY FOR ALL AIRCRAFT & IT SHOULD BE.
HIGH AND FAST APPROACHES WHERE AND WHEN, SPACING
PILOTS SHOULD NOT HAVE TO GO THROUGH SECURITY
IN FOREIGN COUNTRIES, USE OF NON-STANDARD TERMINOLOGY, ESPECIALLY DURING APPROACHES AND CLEARANCES
CREW REST
DIVERSION PROBLEMS WITH SICK OR UNRULY PASSENGERS
ATC NEEDS A LOT OF WORK --ESP GROUND STOPS + HOLDS
SHOULD EXPAND THE RECALL PERIOD, WHAT WAS THE WORST THING THAT HAPPENED TO YOUR FLIGHT
[AIRPORT X] VERY BUSY
[LOCATION X] ILS MIMIMUMS ARE EXTREMELY HIGH, ATC IS GIVING A NON-PRECISION APPROACHES, NEEDS TO ADD REGULAR APPROACH
THE BLOCKING OF FREQUENCIES BY SIMULTANEOUS TRANSMISSIONS AND THE ORAL TONE FOR THE COMPONENT X IS LOUD ENOUGHT THAT IT MAKES US UNABLE TO HEAR GROUND CONTROL CLEARANCES
CREW REST AND FLIGHT TIME DUTIES
MAKINGS OF TAXIWAY FOR EASE OF MOVEMENTS AROUND AIRPORT TERMINAL. NEED FOR MORE STANDARDIZATION OF MARKINGS ON RUNWAY TO FACILITATE FREE MOVEMENT OF AIRCRATFS
TRAFFIC AVOIDANCE AND COLLISION. UNIT X IS NOT REQUIRED ON AIRCRAFT TYPE X.
TRYING TO SQUEEZE BLOOD OUT OF A TURNIP, TRIES TO MAXIMIZE USE OF PILOTS, CREW FATIGUE
SLAM DUNK APPROACHES INTO BUSY AIRPORTS
EXTEND THE QUESTIONS REGARDING UN-REQUESTED CLEARANCE CHANGES TO 50 MILES WHEN WE'RE GOING 300 MPH & THAT CLOSE TO THRESHOLD WE SHOULD BE LOOKING OUT WINDOW NOT MAKING 3-4 COMPUTER
CONGESTION IN AND OUT OF TERMINAL AREAS-REGIONAL JETS
SECURITY SITUATION AT AIRPORT NOT UP TO PAR - SCREENERS' RELIABILITY QUESTIONABLE ALSO CONCERN ABOUT FREQUENCY AND SPECIFIC SCHEDULE OF AIR MARSHALS
CREW COORDINATION -COCKPIT MANAGEMENT WITHIN OTHER PERSONNEL, EUROPEAN CONTROLLERS ARE HARD TO UNDERSTAND IN [LOCATION X]
INTERNATIONAL COMMUNICATIONS AND FLIGHT FOLLOWING, HIGH SET UPS FOR VISUAL APPROACH
RAMP SECURITY
SEPARATION BETWEEN HEAVY AIRCRAFT ON TAKE-OFF
I DON'T LIKE THE TIMELINE OF 30 DAYS. IT'S VERY SUBJECTIVE, IT WOULD BE MORE EFFECTIVE IF IT WERE IN THE LASTS 6 MONTHS OR THE LAST YEAR, LIKE THE ICING CONDITIONS THIS OCCURS A LOT BUT NOT IN THE LAST 30 DAYS AND STUFF LIKE THAT. ALSO I FLY OVERSEAS.
TSA -SECURITY PROCEDURES ARE INADEQUATE
R SAID THERE SHOULD BETTER TRAINING. MANY POOR TRAINORS

D3A
THE WEATHER AND THE REROUTES AS FAR AS GETTING THE GUYS IN DC TO LOOK AT IT A LITTLE BETTER;WE HAVE TIMES WHEN WE CAN'T DEVIATE FROM THE ROUTE CLEARNACE AND THEN A LITTLE LATER ON WE CAN.
CREW DUTY LIMITS
MAJOR AIRPORTS ASK IF RUNWAY IN SIGHT PLANE IS CLEARED FOR VISUAL APPROACHAPPROACH
PILOT FATIGUE WITH RIO NOT HAVING ENOUGH SLEEP, ALSO NO TRAINING OF PILOTS ON DETECTING FIRE OR SMOKE IN THE CARGO HOLD GIVEN THE NEW FIRE SUPPRESSION SYSTEM
ATC SYSTEM NEED MORE STAFFING
HF FREQUENCY CONGESTION OVER NORTH ATLANTIC
LANDING INTERVALS, WHY DO SOME RUNWAYS USE 2 FREQUENCIES TO CONTROL RUNWAYS MAKING IT IMPOSSIBLE TO KNOW WHAT IS HAPPENING, SO AND CENTRAL AMERICA USE SPANISH TO SPEAK WITH LOCAL
FREQUENCY CONGESTION IN THE TERMINAL AND EN ROUTE
PILOTS FATIGUE,BEING ON RESERVE
AIR TRAFFIC CONGESTION, EXPANDED ATC INFORMATION (REFERENCED TO TURBULENCE AND WEATHER)
SYSTEM IS TOO COMPLICATED. ASKED TO DO TOO MANY THINGS IN TOO SHORT OF TIME. SAFTEY IS
HOW ATC MANGES SEVERE WEATHER SITUATIONS. TOO MANY SHUTDOWNS FOR WEATHER WHEN NO WEATHER IS ON RADAR
FREQUENCY CHANGES ARE TOO NUMEROUS DURING EN ROUTE, IFS SQUAWK ARE TOO NUMEROUS
ATC OPERATING 2 FREQUENCYS AT ONCE, TRANSMITTING ON BOTH
AIRPORT AND AIRLINE SECURITY ISSUES- BAGGAGE SCREENING, PASSENGERS,ETC, AS WELL AS, AIRCRAFT MAINTENANCE
TRAFFIC SATRUATION ON GROUND RESULTING IN LONG DELAYS & AIRPORTS UNABLE TO HANDLE VOLUME, CAUSING FATIGUE, FRUSTRATION, DELAYS
MULTIPLE AIRCRAFT MOVEMENTS DURING DEPARTURES, NEED MORE THAN 60 DAYS RECALL
CREW REST, FLIGHT SCHEDULER
LOCAL A T C TOWER PROCEDURES
CONTROLLER WORKLOAD (I.E. MULTIPLE FREQUENCIES)
ATC AND PILOTS AFTER CLEARENCE AND NOT READ BACK AND NOT COMFIRM ANY CHANGES OR THAT WE GOT CLEARENCE.
60 DAYS IS TO SHORT OF A PERIOD
LACK OF ATC TIE IN WITH WEATHER SERVICE--THEIR RADAR IS NOT WHAT WE SEE--ATC DOES NOT REPORT ACURATE WEATHER-NOT TIMELY UPDATES IN COCKPIT
CREW DUTY TIME AND BACK SIDE OF THE CLOCK FLYING, AND CREW TIME, 60 YEAR RETIREMENT, FATIGUE
FREQUENCY CONGESTION ESPECIALLY ON APPROACH
MAINTAINANCE QUALITY ASSURANCE
WHEN ON POSITION HOLD WAITING FOR TAKE OFF & ALSO WAITING FOR PLANE DIRECTLY AHEAD TO TAKE OFF, WE GET OK TO TAKE OFF BEFORE THE PLANE AHEAD IS AIRBORNE;TRAFFIC CONGESTION AT AIRPORT X;LANDING & HOLDING SHORT OF ANOTHER RUNWAY IS DANGEROUS;
THE BIGGEST SAFETY HOLE IS CHANGING APPROACHES AT THE LAST MINUTE OR CLOSE TO THE AIRPORT. THERE ARE TOO MANY F.M.S. THINGS TO DO FOR THE CHANGE.
FREQUENCY CONGESTION, NOT SWITCHING TO TOWER.
SPEED DEVIATIONS BELOW 10,000 FEET, FATIGUE
ATC IS NOT TAKING INTO ACCOUNT CHANGING WEATHER CONDITIONS
HOW MANY TIMES WERE YOU ISSUED A GROUND CLEARANCE ON THE RADIO BUT WERE UNABLE TO ANSWER DUE TO FREQUENCY CONGESTION?
AIRPORT SECURITY
WISH T-CAS WAS MANDATED FOR ALL CARGO PLANES.

D3A
CONCERN FOR THE GUN PROGRAM IN THE FUTURE
SECURITY GOING THROUHG AIRPORTS
LOCATION X LEAVING AIRPORT X INSTRUMENT DEPARTURES. LOT OF VFR TRAFFIC
TAXIWAY MARKINGS FOR NUMEROUS AIRPORTS
CONGESTION
AUTOMATION
ATC COMMUNICATIONS IN OVERSEAS PACIFIC ROUTES AND RSVM AIRSPACE AND OFFSET ROUTES , LATERAL
THERE IS A NEW INTERPRETATION OF THE "REST" LOOKBACK POLICY FOR OVER A 24 HOUR PERIOD.A CREWMEMBER MUST HAVE 8 HOURS OF REST IN THAT 24 HOUR PERIOD. INDIVIDUALS ON RESERVE ARE BEING CALLED IN THE MIDDLE OF THE NIGHT FOR FLIGHTS IN ORDER TO MAKE SURE THAT
ATC COMMUNICATION PROBLEMS, GROUND SECURITY STINKS-CATERING CARTS ARE NOT CHECKED AT ALL
CREW REST AND CREW DUTY TIME, PILOT FATIGUE
HIGH FREQUENCY OR HF RADIO COMMUNICATIONS OVER THE OCEAN
F D C'DNAVAID,AIRPORT, FREQUENCY CHANGES-REVISION-CLOSURES NOT NOTAMED.ANATATE SEQUENCE-METARS OF LOCAL NOTAMES FOR PILOT TO CHECK ON DISTANT BRIEFING
SECURITY QUESTIONS ABOUT SECURITY SCREENING, FATIGUE ISSUES,
DUTY DAY AND FATIGUE
GROUND CONGESTION AT EAST COAST AIRPORTS, E.G. [AIRPORT X], [AIRPORT X], [AIRPORT X], [AIRPORT X]
THE LACK OF SECURITY ON THE CARGO SIDE OF THE AIRPORT
LANGUAGE ISSUES FOR INTERNATIONAL PILOTS
PASSENGER SCREENING
RUNWAY & AIRPORT MARKINGS
SECURITY TERRORISM, FUEL PRICES(SAME MONEY ON FUEL
ASSESS AIRPORT SECURITY AND ADDITIONAL QUESTIONS ABOUT HIJACKING ISSUES, IS SECURITY AND AIR MARSHALL PROGRAM EFFECTIVE, WAS AN AIR MARSHALL ON YOUR AIRCRAFT, IS TSA MAKING YOU FEEL SAFE
TOO MUCH CONGESTION & TOO MANY COCKPIT DUTIES UNRELATED TO FLYING -COMPANY & FAA INDUCED DUTIES & REGULATIONS
SECURITY
AIR TRAFFIC CONTROL SYSTEM IS OVER BURDENED
LAW ENFORCEMENT OFFICERS ....WAYS TO VERIFY THEIR AUTHENTHICITY FROM THE CREW'S PERSPECTIVE. CHG CROSINGS RESTRICTIONS; WEATHER INFORMATION CONCERNS FROM ATC IS AN ISSUE IN A REAL-=TIME SENSE.
BROADCASTING ON FREQUENCIES WERE THE CONTROLLERS ARE TALKING TO MULTIPLE PILOTS
THE NOISE ABATEMENT PROCEDURES SPECIALLY THE KEEP THEM HIGH PROGRAM FOR NOISE ABATEMENT WHICH IN CERTAIN INSTANCES CHALLENGES THE PILOT TO CONFIGURE THE AIRCRAFT PROPERLY AND MAKE THE APPROACH TO LANDING IN A STABLEIZED APPROACH CONFIGURATION .
COMMUNICATION ISSUES WITH ATC AND PILOTS
SATURATION OF AIRSPACE
INADEQUATE SEPARATION DUE TO ATC SEQUENCING;SEPARATION ISSSUES ARE BORDERLINE ON LANDING
ATC SATURATION
IMPROVE AIRPORTS+ RUNWAYS--EX-CITY OWNS AIRPORT AND CAN'T-WON'T PAY FOR LONGER + WIDER RUNWAYS. POLITICS + AIRLINE SAFETY DON'T MIX. INSTRUMENT L S SOME CITIES DON'T HAVE.
OUR AIRLINE TRYS TO LIMIT THE AMOUNT OF FUEL ESPECIALLY ON DISUAL WHICH CAUSES US TO DIG INTO THE RESERVE FUEL.
EXCESSIVELY HIGH APPROACH SPEEDS AND ALTITUDES REQUESTED BY ATC.
REGULAR PROBLEMS WIHT VFR AND IFR APPROACHES ARE MIXED IN THE [LOCATION X] AND SURROUNDING AREAS RESULTING IN A LOT OF NER MISSES.

D3A
CREW REST
CONCERN ABOUT LACK OF EXPERIENCE OF NEW PILOTS
A T C ASKING PILOTS TO DO THINGS WHICH COULD RESULT IN UNSTABILIZED APPROACHES
LONG HOURS FLYING
DE-ICING AND DEPARTING TIME
ON TIME PERFORMANCE PRESSURES,ALSO NUMEROUS (M E L) MINIMUM EQUIPMENT LIST AND NON COMPLIANCE INCIDENTS
SECURITY SCREENING CHECKPOINTS, RAMP EMPLOYEES SECURITY
SLOW PACE OF THE MODERATION OF THE SYSTEM AND FATIGUE IS A BIG PROBLEM
THE LENGTH OF THE TIME WHEN YOU ARE OPERATING IN CLASS TWO NAVAGATION ENVIRONMENT UNTLIZING HF RADIO. TAKES TOO LONG TO GET CLEARANCES EVERYTHING IS TOO SLOW.
LAND AND HOLD SHORT OPERATIONS
PILOTS FATGUE
*SERIOUS TREND TOWARD ATC VECTORING TO HIGH & FAST APPROACH - POTENTIAL FOR UNSTABILIZED APPROACH * NEED REAL TIME WEATHER DATA LINK WITH GRAPHICS, I.E. GET INTERNET WEATHER IN COCKPIT
PROBLEMS WITH ATC CLEARANCES WITHOUT FULL WAKE TURBELANCE SEPARATION CRITERIA BEFORE TAKE OFF; PRESSURE TO VISUAL APPROACHES IN MARGINAL CONDITIONS;
DUTY TIMES
NEW DEPARTURE AND ARRIVAL PROCEDURES ARE PROBLEMATIC; FREQUENCY CONGESTION IS A PROBLEM
FLIGHT DUTY TIME LIMITATIONS AND FATIGUE
ARICRAFT USING SEPARTE FRQUENCIES WHERE THERE COULD BE AS MUCH AS 3 DIFFERENT FRQUENCIES IN AND OUT BOUND. COMPLICATED ARRIVALS-PRINTED STANDARD ARRIVALS-STARS DETRACTS FROM SAFE COORDINATION FROM CREWMEMBERS
CREW REST AND DUTY TIME
FREQUENCY CONGESTION WHILE ON THE GROUND
FREQUENCY CONGESTION IS A MAJOR PROBLEM AT TIMES- ATC IS TRYING TO CUT THINGS TOO CLOSE
CONTROLLERS WORKING MORE THAN TWO FREQUENCIES AT ONCE
LAND AND HOLD SHORT PROCEDURES
SECURITY ISSUES.
THE CONGESTION ON FREQUENCIES
GROUND CONTROLLERS NOT ACCEPTING CLEARANCE READ BACK
LANDING AND HOLDING SHORT OPEATIONS. RUNWAY CHANGES WITHING 10 MILES OF THE AIRPORT. CHANGING THE ILS FREQUENCY CHANGES. [AIRCRAFT TYPE X] HAVE RADIOS TUNED THROUGH THE FMS AND THAT'S NOT WHERE YOU NEED TO BE WHEN YOU ARE BELOW 10,000FT,
THERE SHOULD NOT BE A NEED FOR SEPARATE TOWER FREQUENCY. EACH RUNWAY SHOULD BE CONTROLLED BY THE SAME FREQUENCY.
FMS AIRPLANES ARE MUCH MORE WORK INTENSIVE ON THE GROUND AND FOR TAKEOFF AND APPROACH AND LANDING,- PILOT FLYING HANDLING BOTH FMS DUTIES AND PILOT FLYING DUTIES RESULTING IN A SINGLE PILOT OPERATION
I WOULD HAVE EXPECTED A LITTLE MORE QUESTIONS ABOUT THE TCAS AVOIDANCE
DELAY PROBLEMS
SURFACED AIR MISSELS
REDUCTION OF LANDING INTERVALS, CONTROLERS GIVING CLEARANCES WHILE PLANE IS ON RUNWAY, [AIRPORT X] AIRPORT TOO MANY RUNWAY CHANGES BETWEEN 20-30 MILES OUT,
MEDIUM SIZED AIRPORTS GO TO 1 MAN OPERATION AFTER 11PM IF THERE ARE ANY UNUSUAL EVENTS IT IS DIFFICULT TO COMMUNICATE WITH ATC

D3A
THE COMMUNICATIONS-THE RADIO GETS SO BOGGED DOWN. WE NEED TO GET A DATA-LINK CLEARANCE AT LEAST FOR EN ROUTE
PILOT FATIGUE
CREW REST, CREW ARMED SECURITY, STRICTER PASSENGER ENFORCEMENT FOR UNRULY PASSENGERS, MORE TCAS EQUIPMENT, MORE TRANSPONDER-EQUIPPED AIRCRAFT
SECURITY ISSUES IN AIRPORT-ONBOARD
FREQUENCIES BEING TOO CROWDED
FATIQUE ISSUE, SLEEP DEPRIVATION ISSUES
LAND AND HOLD SHORT PARTICULARLY WITH GO AROUNDS
RE-ROUTES AFTER DEPARTURES
FLIGHT DECK DOOR
CREW COMMUNICATION, NOISE OF COCKPIT
2-WAY RADIO COMMUNICATIONS, ALSO OVERLOADED AIRPORTS- TOO MANY AIRCRAFTS AT AIRPORT NOT DESIGNED FOR THAT NUMBER
WAKE TURBURANCE ISSUES ON CLOSELY SPACED RUNWAY OPERATIONS
FATIGUE
ATC USING MULTIPLE FREQUENCIES - WE CAN'T HEAR WHAT IS GOING ON ON THE OTHER ONES & THIS IS DEFINITELY A MAJOR SAFETY ISSUE
OVERSIGHT OF THE SMALLER CARRIERS- ADDRESSING THE CAPACITY CONSTRAINTS
FEEDBACK ON AIRCREW PERFORMANCE, MICRO SLEEPING IN THE COCKPIT.
RECALL PERIOD SHOULD BE EXPANDED TO THE 6 MONTH RANGE, FEELINGS ON ATC SYSTEM PROBLEMS RUNWAY MARKINGS, AND AIRPORT GROUND AND AIR CONGESTION, ASK ESSAY QUESTIONS, PILOT FATIGUE AND CREW
WE SEE POTENTIAL FOR ALOT OF THINGS TO HAPPEN. TRAFFIC EVEN THOUGH WE HAVE GOOD COMPANY + GOOD PLANES OVERWORKED CONTROLLERS, MULTIFREQUENCIES, MISUNDERSTOOD CLEARENCES PEOPLE TAKING OTHERS CLEARANCES
CONGESTION ON THE GROUND, INABILITY TO READ BACK TAXI CLEARANCE BECAUSE OF CONGESTION ON FREQUENCIES, CROWDEDNESS IN UPPER STRUCTURE - REGIONAL JETS CLIMB MORE SLOWLY TO SAME LEVEL AS LARGER JETS
ATC CONGESTION ON RADIO--GROUND CREW RUN STOP SIGNS
FLIGHT TIME DUTY REQUIREMENTS- FLYING TIRED OR FATIGUE
AIRPORT SECURITY--GET RID OF TSA--IS DISTRACTING TO JOB AS A PILOT
AIRCRAFT SPEED AND SPACING ON APPROACH
CURRENT WEATHER INFORMATION FROM CONTROL TOWERS NOT ACCURATE
AIR CREW DISTRACTIONS AS A RESULT OF POOR RELATIONSHIP WITH MANAGEMENT RESULTING IN DISCUSSIONS AT INAPPROPRIATE TIMES BY UNION MEMBERS
R SAID THAT THAT MANY TIMES PLANES ARE ONTHE RUNWAY AND THE ATC DOSNT WHAT IS GOING ON. THERE WAS A TIME WHEN APLANE LANDED ON ANOTHER PLANE
EVERY TIME YOU GO INTO AIRPORT X THE RUNWAYS ARE CHANGED AND THE FMS REPROGRAMMING TAKES ONE PERSON OUT OF THE COCKPIT
REDUCED SEPARATION-RVSM
POLICY AT THE AIRLINES IN REGARD TO DUTY - DOMESTIC FLIGHTS TO INTERNATIONAL
MAYBE MORE QUESTION ABOUT UNDESIRABLE AIRSPEED, BEING PUSHED TO THE LIMIT. ATC SATURATION. FREQUENCY CONGESTION: NOT BEING ABLE TO GET A WORD IN OR BE HEARD, MAINLY WHILE IN TERMINAL AREA. QUES. RELATED TO CONFUSION FACTOR OF FREQUENCY CONGESTION.
LOCAL PROCEDURES UNIQUE TO EACH AIRPORT
LET DOWN FROM EN ROUTE ALTITUDE INTO TERMINAL AREA

D3A
FATIGUE QUESTIONS, CONGESTION ON GROUND FREQUENCIES
CREW REST-SLEEPING IN FLIGHT
ATC ALMOST ALWAYS FAILS TO TELL PILOTS ABOUT SEPARATION PROBLEMS; THEY ONLY RECEIVE THIS INFO VIA T-CAS; PILOTS BELIEVE THE ATC SHOULD ALSO ALERT THEM OF ANY PROBLEMS.ADVISE OF AIR CRAFT IN DIFFERENT POSITIONS; ATC NEVER TELLS PILOTS ABOUT PROBLEMS
PHYSIOLOGICAL NEEDS OF PILOTS SUCH AS COMPANY-PROVIDED MEALS AND MEALTIMES. GETTING LEFT-OVERS AFTER FLYING 5 1-2 HOURS IS NOT SUITABLE.
FATIGUE AND DUTY HOURS
I DID HAVE A TCAS ALERT WITHIN 500 FEET VERTICAL- IT WOULD BE INTERESTING TO KNOW IF TCAS ALERTS BECAUSE OF LOST OF SEPARATION THAT NO AVOIDANCE MANEUVER WAS REQUIRED
YOU NEED TO ASK THE ? HOW MANY TIMES BEFORE YOU LEFT THE GATES DID YOU HAVE TO REMOVE SOMEONE WHO WAS INTOXICATED OR PASSENGERS INTERFERING WITH CREW MEMBER
OPERATIONS OUT OF THE [AIRPORT X] CAN BE DANGEROUS BECAUSE OF REQUIRED MANEUVER CLIMBING UP TO A STEEPER ALTITUDE AND THEN DROP FOR NOISE ABATEMENT PURPOSES.
LIMIT # OF CROSSING RUNWAY PROCEDURES
CERTAIN AIRPORTS ARE VERY SPECIFIC ABOUT CONTROLLING THE FLOW AND AIRSPACE, AND THEN AT ANOTHER THEY GIVE YOU MULTIPLE ORDERS REGARDING SPEED CONTROL
LAND & HOLD SHORT OPERATIONS
CHANGE IN RUNWAY SHORT NOTICE IS VERY COMMON IN [LOCATION X] YOU KNOW THEY ARE GOING TO DO IT SO THEY ARE READY
HF COMMUNICATIONS ARE OUTDATED. COULD DO POINT-TO-POINT OUTSIDE OF TERMINAL AREA. RUNWAY INCURSIONS WE SHOULD CONCENTRATE ON. NON-STANDARD PHRASEOLOGY- SHOULD BE STANDARDIZED. EYEBALL IS LAST DEFENSE OF PLANE (I.E. CHANGING ARRIVAL ALTITUDE, SPEED, ETC
A T C COMMUNICATIONS ,CONTROLLERS OVER WORKED
TREND IN MANY ATC ARRIVALS SLAM DUNK KEEP YOU HIGH THEN EXPECT YOU TO LAND UNTIL THE LAST MINUTE. BEING HELD HIGH IN THE TERMINAL AREA BY ATC IS IMPOSSIBLE WORKS IN VISUAL NOT IFR CONDITIONS USING THE SAME VECTOR MATERIAL RIDICULOUS DESCENDING RATES
FATIQUE
CURRENT PRACTICE OF LANDING ON SHORT AIRWAYS(>7000FT LONG) WITH EXCESS FUEL, ALMOST THE MAXIMUM WEIGHT OF AIRPLANE. EXCESS FUEL BEING CARRIED TO AVOID COST OF REFUELING.
STOP AND GO LIGHTING ON RUNWAYS AND ADDING TRAFFIC CONTROL DEVICES AT BUSY HUB AIRPORTS ,
A T C IS OVER SATURATED
RADIO COMMUNICATION WITH ATC, MORE EMPHASIS ON CONGESTION, CONFUSION ON CALL SIGNS, INCORRECT RESPONSES
R SAID TO MUCH OVERCROWDING OF RADIO FREQUENCES & THERE ARE TOO FEW CONTROLLERS
UNSTABLE APPROACHES CONTINUE TO A LANDING
TOO MANY SMALL SECTORS- FREQUECY CHANGES THRU MANY OF THE CENTERS
RUNWAY INCURSIONS
CONGESTION OF UPPER AIRSPACE, ESPECIALLY BY COMMUTER JETS
CREW REST REQUIREMENTS ARE A PROBLEM; REGIONAL CARRIER PLANE CREWS ARE VERY INEXPERIENCED AND POSE SAFETY ISSUES
MORE EMPHASIS ON ATC FREQUENCY CONGESTION
FATIGUE
THE SCHEDULES COMMERCIAL PILOTS HAVE TO FLY--WE HAVE TO FLY 4-5 HOURS AND HAVE TO BE ON THE GROUND 3 HOURS-THAT'S RIDICULOUS AND TIRING, BUT EVERYONE WANTS TO GET THE JOB IT. IT'S RIDICULOUS.SICK POLICY-FORCING PILOTS TO FLY NOT TO LOSE MONEY-AND FLY SICK

D3A
ATC CLEARANCE CHANGES WITHIN 10 MILES OF AIRPORT S-B EXPANDED TO 100 MILES OF AIRPORT. AIRPORT X CHANGES QUITE A FEW TIMES ON THE WAY IN.
SECURITY ISSUES
TOO MANY SMALL AND REGIONAL JETS IN BIG AIRPORTS
SLOWER AIRPLANES THEY REQUIRE FASTER AIRPLANES TO SLOW DOWN TO THEIR SPEED INSTEAD OF LETTING THEM PASS YOU CAN NEVER COUNT ON YOUR FUEL.
QUESTIONS ABOUT TAXI CLEARANCES-EXPECTATIONS ON CLEARING THE RUNWAY BY ATC, WHILE ON ROLLOUT - TOUGH TO REMEMBER ALL THE INSTRUCTIONS
SECURITY ISSUES AMD WHAY THEY ARE DOIN TO DREWMEMBERS
LAND AND HOLD SHORT PROCEDURES-
APPRORACH CONTROL COMUNNICATION IS OVER CONGESTATED . AIRCRAFT ARE UNABLE TO MAKE REQUEST OR INSTRUCTIONS THE LARGER AIRPORTS
QUESTIONS RE COMMUNICATIONS - HAVING TO DO WITH OVERLAP OF ATC TO PILOT; PILOT & ATC BLOCK EACH OTHER OUT ON FREQUENCY; DECREASES TIME AVAILABLE TO GIVE INSTRUCTION TO CREW; HAVING TO REPEAT BECOMES TIMECRITICAL; PILOTS HAVE TO RUSH TO ACHIEVE THE GOAL
FREQUENCY CONGESTION AT TIMES IS A PROBLEM. ALSO THE COORDINATION NEEDS TO BE IMPROVED BETWEEN THE LOCATION X AND THE U.S.
CHECK LIST & VERBAGE ON GROUND TOO MUCH TALKING & NOT ENOUGH LISTENING
CONTROLLERS WORK DUAL FREQUENCIES AT ANY TIME
CONGESTION ,AND SEPARATION STANDARD ON APPROACH AND DEPARTURE
NEED TO ASK IF PEOPLE ARE USING THE TCAS- HOW ARE THEY USING THE TCAS
TSA PROCEDURES MAY CAUSE DELAYS; NEW RNAV PROCEDURES CAN BE CONFUSING; CREW FATIGUE
[AIRCRAFT TYPE X] SAME TYPE RATING LOOK AT HOW WE CALL IT A COMMON AIRPLANE. THERE ARE SIGNIFICANT DIFFERENCES TWEEN THE 2.
RAIDO CONTROLLERS NOT VERY ADIOABLE
I FEEL THAT THER ARE SIGNIFICANT COMPROMISES IN SAFTY IN THE DIFFERENCES BETWEEN THE REGULATIONS, BETWEEN DESIGNATED FLAG CARRIERS AND DESIGNATED SUPPLEMNTAL CARRIERS, SPECIFICALLY BUT NOT COMPREHENSIVELY, FLIGHT TIME DUTY TIME REGULATIONS, TRANSPORTAT
T-CAS SHOULD BE INSTALLED IN ALL PLANES
NATIONAL PROGRAM DELAYS ARE A BIG ISSUE. WHY THEY OCCUR FOR NO APPARENT REASON IS A MYSTERY WHEN THERE ARE NO VECTORS, NO HOLDING, NO BAD WEATHER, NO NOTHING.
AIRPORT X HAS A VERY UNIQUE SITUATION WHERE THEY HAVE PARALLEL RUNWAYS BUT DON'T KEEP YOU ON THE FREQUENCIES AS YOU CROSS THE RUNWAYS, AND THEY SWITCH YOU OVER TO GROUND WHEN YOU COME UP THE TAXIWAY IN BETWEEN THE ACTIVE RUNWAYS. IT'S VERY UNUSUAL.
FREQUENCY CONGESTION-
PILOT FATIGUE
PILOT FATIGUE FROM FLYING TOO MANY HOURS DUE TO SMALLER NUMBER OF FLIGHT CREW MEMBERS;USING 2 INSTEAD OF 3 CREW MEMBERS;CREW MEMBERS FORCED TO FLY WITHOUT ADEQUATE REST ON FLIGHTS WITH LENGTHEN TIME ZONE DIFFERENCE;REQUIRED UNDER-REPORTING OF HOURS WORKE
SIMULCASTING - SAME CONTROLLER HANDLING CLEARANCE, GROUND OPERATIONS & FREQUENCY , DECEASES TRAFFIC FLOW - NEED INCLUSION OF: FLIGHT RULES, DUTY TIME, SLEEP PATTERN & COMMUNICATION
CLOSE PARALLEL APPROACHES
NAVAGATING OCEANIC ROUTES USING HF RADIO AND ARINC TO COORINATE WITH ATC WEATHER AND OTHER EMERGENCY DEVIATIONS WE SHOULD COME UP WITH A MORE MODERN SOLUTION.
MAINTENANCE ITEMS BEING SATISFACTORILY PERFORMED
HIJACKINGS

D3A
REROUTING BECAUSE OF TRAFFIC.
RADIO CONGESTION
FREQUENCY CONGESTION IS GETTING WORSE
CONGESTION FREQUENCY
SOME APPROACHES AND DEPARTURES THAT ARE NOT SAFE-AIRPORT X DEPARTURE--X APPROACH IN LOCATION X--COMPROMISES SAFETY
THERE SHOULD BE MORE QUESTIONS REGARDING ATC. THERE HAS BEEN A BIG INCREASE OF WAKE TURBULENCE WITHIN THE 10 MILE SEPARATION DUE TO ATC.
POTENTIALLY DANGEROUS PRACTICE WHERE ATC CONTROLLERS DO NOT GIVE SEPARATE OR STAND-ALONE ALTITUDE CLEARANCES
FATIGUE ISSUES AND BACK-SIDE-OF-THE-CLOCK FLYING
ATC USING MULTIFREQUENCIES WITH THE SAME CONTROLLER. CAN'T TELL IF C IS TALKING TO ME OR OTHERS.
DO POLL ON EFFECTIVENESS OF SCREENING, PILOTS AND FLIGHT CREW MEMBERS; ALSO AIRPORT X UNDERSTAFFED IN THE US IMMIGRATION.
TRAFFIC & ATC CONJESTION.
R SAID US PILIOTS SHOULD HAVE MORE TRAINING IN ICAO. R FLIES TO [LOCATION X] 2) FAA DOES NOT ADD TIME CHANGE FOR CIRCADIAN RHYTHM. THE INTERNATIONAL COUNTRIES HAVE REGULATIONS ABOUT HOURS OF FLYING. THERE SHOULD BE BETTER REGULATIONS WITH HOURS OF FLYING .
RUNWAY MARKINGS AND TAXIWAY MARKINGS UNCLEAR, JEPSON DIAGRAMS COULD BE LARGER, NON-STANDARD AIRWAY MARKINGS
TAXI & RUNWAY MARKINGS AT NIGHT ARE HARD TO FOLLOW - PILOTS DECREASE IN PAY, COCKPIT CLIMATE & QUALITY OF PEOPLE GETTING INTO THE SYSTEM
TOO MANY AIRPLANES IN THE SKY
RUNWAY CONDITIONS, I.E. LACK OF ICING REPORTS-NUTAMS AND UNCONTROLLED AIRPORTS- [LOCATION X]
SECURITY RE TERRORISM
DUTY HOURS AND LIMITATIONS SHOULD BE UNIFORM AND TO THE ADVANTAGE OF THE PILOT AND NOT THE COMPANY THE PILOT FLIES FOR
CREW FATIGUE
CALL SIGNS ARE GETTING TOO CLOSE TO EACH OTHER, FREQUENT CONGESTION PROBLEMS WITH CONTROLLERS BEING ON LAND LINES
CREW REST, CIRCADIUM RHYTHM DISRUPTION, AND-OR SIDE OF CLOCK FLYING, TRIPS THAT REQUIRE FLIP FLOP TO DAY FLIGHTS & NIGHT FLIGHTS & BACK
SPACING ON FINAL - CREW SOMETIMES HAS TO START THINKING ABOUT A GO AROUND, CLEARANCE SOMETIMES COME A LITTLE BIT LATE-VECTORS THROUGH FINAL NO WARNING GOING TO BE TAKEN ACROSS, TRACT SYSTEM RADIO COMMUNICATIONS ARE SO WEAK OVER ATLANTIC & PACIFIC W-HF RA
FATIGUE, WORKING MORE HOURS AND DAYS NOW
RADIO COMMUNICATION-OVER-CROWDING IS BECOMING A BIG PROBLEM
CREW DUTY TIMES
ASK SHOULD THE RUNWAY RULE BE CHANGED BECAUSE AS IT STANDS IT CREATES A LOT OF PROBLEMS FOR RUNWAY INCURSION.
INTERNATIONAL REST RULES ARE VERY POOR, REAL TIRED CREWS FLYING
SOME FREIGHT CARRIERS DO NOT HAVE T CAS SYSTEMS-THAT IS DANGEROUS.
FOREIGN OBJECT DAMAGE ON THE RUNWAY
AIRPORT CONGESTION - HE FLIES A LOT OF INTERNATIONAL FLIGHTS FUEL IS CRITICAL ON THESE FLIGHTS-SPENDING A SUBSTANTIAL AMOUNT OF FUEL JUST TAXIING AROUND
AIR DELAYS FOR HOLDING IN BUSY AIRPORTS

D3A
NEED FOR FAA TO REVAMP THE ENTIRE SYSTEMS, GROUND RADAR IMPROVEMENTS, ANTIQUATED RADAR
CARGO PLANE NEED TO USE TCAS, CONGESTION ISSUE, STRESS WHEN COMING IN AND OUT OF HUBS, SCREENING OF AIRLINE PILOTS IS EXCESSIVE , HOW TO DEMONSTRATE PILOT STATUS ON TICKET
AIR ARRIVAL CONGESTION; DELAY VECTORS-TOTALLY DEPENDENT ON ATC AND SAFETY CAN BE COMPROMISED
CONGESTION CAUSED BY REGIONAL JETS
WHAT EXTENT ARE DISTRACTIONS SUCH AS SECURITY SCREENING ARE JEPODIZING THE SAFETY OF THE FLIGHT, ARMING THE PILOTS, IS THIS TAKING TOO MUCH AWAY FROM THE SAFTEY OF THE FLIGHT
ATC DOING A GREAT JOB
IS ESSENTAL
FOR RUNWAY INCURSIONS, PHRASEOLOGY IS DIFFERENT IN THE MILITARY THEN IN CIVILIAN WORLD
PILOT FATIGUE AND SCHEDULING CONTINUES TO BE A VERY BIG PROBLEM
IT IS VERY RISKY AND UNNECESSARY TO FLY NON-PRECISION APPROACHES GIVEN AVAILABLE TECHNOLOGY, I.E. G.P.W.S. ,ETC FOR PRECISION APPROACHES. FEELS NON-PRECISION APPROACHES SHOULD ONLY BE USED FOR EMERGENCY WHERE INDICATED
CREW REST AND DUTY TIME AND BACKSIDE OF THE CLOCK ISSUES, TCAS ON ALL PLANES, SCREENING CARGO
JUST THE AIRSPEED ON FINAL.
WORLDWIDE ATC HAS POOR NAVAID SYSTEMS
MORE CONCERNING FREQ. CONGESTION & OVER ALL CONGESTION AT HUB AIRPORTS-WAY CONTROLLERS ARE FORCED TO HANDLE TRAFFIC -AT TIMES CAN'T HANDLE PILOTS' QUESTIONS-NO WAY TO HANDLE EXTRA EVENTS
SIMULTANAEOUS AIRCRAFT OPERATIONS ON DAME RUNWAY-LANDING CLEARANCE WITH ANOTHER CRAFT ON RUNWAY
[AIRPORT X] :APPROACH CONTROL & TOWER ,RADIO INTERFERENCE HAS BEEN A PROBLEM FOR ABOUT A YEAR
MOST QUESTIONS WERE DIRECTED AT OPERATIONAL FACTORS FROM THE PROSPECTIV E OF THE PILOT, I WOULD PROBABLYTELL YOU THAT THE QUALITY OF AIR TRAFFICSERVICE HAS TAKEN A HIT OVER THE PAST 4 YEARS
NEW SECURITY MEASURES ARE A JOKE.
ATC CONTROLLER WORK LOAD, EVE SHIFT AFTER 11:00 PM NEED MORE PEOPLE
MORE REST FOR PILOTS
GROUND MOVEMENT VEHICLE CONTROL IN UNCONTROLLED PORTIONS OF THE AIRPORT
FATIGUE
I RESINED FROM FLYING BECAUSE OF SECURITY ISSUES. SECURITY IS PISSING OFF CREW -THEY START OFF THEIR JOB IN BAD MOOD. NEED BETTER ID-LIKE RETINAL SCAN. PUSHED AROUND BY SECURITY ON EACH TRIP. TAKE OFF SHOES, BELTS. LIKE A CRIMINAL. CREW TEAM
CLOSELY SPACED PARALLEL APPROACHES
HOW MANY PROPLE ARE ACCEPTING TAKE OFF CLEARANCES IN SEVERE THUNDERSTORMS WITHIN THE TERMINAL AREA
HAD PASSENGER SMOKING IN CABIN AND THERE IS A PROBLEM OF PASSENGERS USING CELL PHONES DURING
NON COMPLIANT EMPLOYEES
OVERLY CAUTIOUS OVER WEATHER ISSUES CREATE DELAYS, CREW FATIGUE AND STRESS
APPROACHING TERMINALS LARGE CITY TERMINALS DIFFICULT TO COMPLY WITH SPEED CHANGES, CONGESTION AT SOME MAJOR AIRPORTS CAN CAUSE PROBLEMS
THEY ARE TOO CONCERNED WITH ALTITUDE RESTRICTIONS REGIONAL JETS ARE ALL OVER THE PLACE LIKE MOSQUITOS, WORRIED ABOUT A MIDAIR COLLISION
COMMON FLIGHTS ID NOS. (EX. [AIRCRAFT TYPE X], ETC.) ALL HEAVIER FLIGHTS SHOULD HAVE LESS THAN 3 DIGIT IDENTIFYING NOS.,
FREQUENCY CONGESTION
SECURITY OF FREIGHT RAMPS

D3A
CREWMEMBER FATIGUE
LOT OF AIRPLANES WITH HIGH WORKLOADS FOR BOTH ATC AND PILOTS
BETTER CONTROLS IN AIRPORT X
COMMUNICATIONS IN WEATHER SITUATIONS & VOLUME OF TRAFFIC. GROUND CONTINUED PROBLEM (EG. AIRPORT X HAVE UNPUBLISHED FREQUENCIES BEING USED). PILOTS TRYING TO DECODE ACRONYMS THAT ARE INAPPROPRIATELY CODED. NEW EUROPE RSVM SYSTEM & 1000' SEPARATION AND NA
LOCATION X IS MORE DIFFICULT TO TAXI AS A WHOLE BECAUSE MARKINGS ARE POORLY LITE OR DOESN'T HAVE
DO CERTAIN AIRPORTS HAVE MORE PROBLEMS THAN OTHERS
A CONVERGING AIRCRAFT TO PARALLEL RUNWAYS OPERATIONS
TAXING AT NIGHT AT BUSY AIRPORTS, RUNWAY AND TAXIWAY MARKINGS VERY DIFFICULT TO INTURPRET
THE NEW LOCATION X S.I.D.S., THEY HAVE A BIG ISSUE WITH THAT AND THE NEW LOCATION X S.T.A.R.S.,
FREQUENCY CONGESTION
HAD THE WINDOW BEEN EXPANDED THEN I WOULD HAVE HAD MORE TO REPORT
SEVERE LIGHTNING STRIKES, FATIGUE ISSUES
[AIRPORT X] PUTS PLANES TOO CLOSE THEN REQUIRES PILOTS TO MAINTAIN SEPARATION
AIR SPACE
GROUND OPERATIONS COMMUNICATIONS BETWEEN TOWER AND GROUND CONTROLLERS
PROBLEMS WITH ATC RUSHING PILOTS AND LAST MINUTES CHANGES BECOMING STANDARD INSTEAD OF AN OCCATIONAL, LACK OF COMMUNICATION AMONGST CONTROLLERS
LANDING ON WRONG RUNWAY
CARGO CARRIERS NEED TO SAME REQUIREMENTS OF EQUIPMENT(TCAS)
CONGESTION ISSUES BETWEEN USE OF SMALLER COMMUTER AIRCRAFT AND LARGE PLANES, USE OF LESS EXPERIENCED PILOTS AND COMMUNICATIONS PROBLEMS
OVERSEAS COMMUNICATION LANGUAGE BARRERS.
PILOT FATIGUE
LEVEL OF AUTOMATION MEANS PILOTS ARE LOSING MANUAL FLYING SKILLS
FREQUENCY CONGESTION AT HIGH-DENSITY AIRPORTS ON GROUND, APPROACH AND DEPARTURE
FATIGUE AND LONG DUTY HOURS
DUTY TIME CONSIDERATIONS
LIKE SOUNDING CALL SIGNS
AIRBORNE DATA LINK
R SAID VMAKE THE WINDOW COVER 12MONTHS, 2 R SAID TO ASK MORE ABOUT SO MANY DELAYS THAT ARE NO WARENTED WITH ATC
CREW FATIGUE, ESPECIALLY FOR NIGHT CREWS
UPDATE ATC EQUIPMENT
SPACING FOR LANDING CLEARENCE TO AVOID LANDING WHILE ANOTHER PLANE IS CROSSING THE SAME RUNWAY. AIRCREW NOT FULLY AWARE OF WHAT IS HAPPENING WHEN CONTROLLERS ARE WORKING-COMMUNICATING ON MORE THAN ONE FREQUENCY.
ATC (IN LOCATION X ESP) TOO OFTEN GIVE RAPID FIRE, MULTIPLE INSTRUCTIONS. WHEN WE TRY TO GET CLARIFICATION, THE FREQ. IS OFTEN BUSY
R SAID THAT THE ATC ARE USING2 FREQUENCIES AND HAS TROUBLEHEARING
SECURITY QUESTIONS- HOW LUDECRIS IS SECURITY, IS EFFECTING ATTITUDE
CREW REST IN MULTIPLE TIME ZONE CHANGES- NEED MORE THAN 24 HOURS BETWEEN FLIGHTS
SAFETY STANDARDIZATION NEEDED FOR CREWMEMBERS
EXPECTATION OF ARRIVAL AND APPROACH, CONTROLLERS ARE ASKING FOR UNSAFE PILOT BEHAVIOR , HF COMMUNICATIONS ARE A PROBLEM

D3A
GROUND AIRPORT MARKINGS ARE A PROBLEM
SOME PILOTS DONOT THE EXPERIENCE MAJOR CONGESTED AIRPORTS
CREW REST, MOST FREQUENT DAILY CONCERN
LACK OF ENGLIGH LANGUAGE BEING USED IN FOREIGN OPERATIONS
PILOT FATIGUE
SOME AIRPORTS IKE AIRPORT X AND AIRPORT X, THE CONTROLLER ARE GOING TO FAST , AIRPLAN E OVERLOAD ITS DANGEROUS WHEN THEY GET THAT BUSY, THAY NEED MORE CONTROLLERS.
YOU MIGHT WANT TO ASK IF SIGNIFICANT DELAYS BEFORE DEPARTURE IN THE JUDGEMENT OF THE PILOTS COULD JEOPARDIZE THE SAFETY OF THE FLIGHT
T-CAS AND REQUIREMENT THAT CARGO CARRIERS HAVE IT IN ALL THIER AIRCRAFT.
IF I REPORT MODERATE TURBULENCE, I AM REQ TO COMPLETE ASREPORT. IN ORDER TO AVOID THIS PAPERWORK, MANY PILOTS REPORT MODERATE TURB AS "CLOSE TO" MODERATE. THIS DISCOURAGES PILOTS FROM REPORTING MODERATE TURBULENCE.
COMMUNICATIONS WITH A.T.C
PILOT FATIGUE
TOO MUCH TRAFFIC DURING DEVIATIONS SPACING OF TRAFFIC AND ROUTING
LAND AND HOLD SHORT CLEARANCES
THERE SHOULD BE MORE LAW ENFORCEMENT IN AND AROUND THE AIRPORT, AND THE BAGGAGE SCREENERS SHOULD BE ACCURATE AND PROFFESSIONAL
FORMAT OF COMMUNICATIONS BETWEEN THE COCKPIT AND THE CABIN COULD BE IMPROVED.
THERE'S SOME SAFETY-RELATED ISSUES AT SOME AIRPORTS REGARDING GROUND LIGHTING, PARTICULARLY AIRPORT X
WAKE TURBULENCE, RUDDER
CONGESTION IN AIR -GROUND AT LARGER NORTH EAST AIRPORTS
WITH A.T.C - LOCATION X LANGUAGE, LOCATION X LACK OF CONCERN FOR AIRCRAFT AVOIDING SERIOUS WEATHER AROUND THE AIRPORT- LOCATION X AND LOCATION X LACK OF CLEAR COMMUNICATION TO U.S.
ATC LISTENING TO THE REBACK ON THEIR CLEARNACES ISSUED COULD BE IMPROVED ON A VERY FEW OCCASIONS
THE BIGGEST THING IS FREQUENCY CONGESTION
ATC CONGESTION, WHEN GIVEN CLEARANCE TO LAND, HAVE TO GO-AROUND BECAUSE RUNWAY IS SO FULL & USE UP FUEL WHICH COSTS A LOT OF MONEY, ALSO NEED BETTER COORDINATION BETWEEN AIRPORTS, LOTS OF INEFFICIENCY , PERIOD FOR QUESTIONNAIRE SHOULD BE LONGER THAN 60 D
DEFINIATIONS COULD BE CHANGED TO INCLUDE MODERATE RATHER THAN SEVERE CONDITIONS IN INSTANCES OF TURBULENCE AND WEATHER CONDITIONS
REVAMP THE AIR MARSHALL PROGRAM
ATC CONGESTION, REGIONAL JETS HAVE POLLUTED THE SKIES, MULTIPLE AIRLINES TRYING TO CONTACT ATC ON MULTIPLE FREQUENCIES, ATC DOESN'T ALWAYS RESPOND
STEPPED ON COMMUNICATION SHOULD EB DELVED INTO MORE DEEPLY WHERE AND WHEN IT'S HAPPENING, LANDING CLEARANCES WITHOUT A CLEAR RUNWAY, HOW MANY GO AROUNDS AFTER THEY GOT THEIR CLEARANCE, TRAFFIC CONGESTION ISSUES RNP, REAL TIME DATALINK WEATHER INFORMATION
FATIGUE- BACKSIDE OF THE CLOCK FLYING.
DISCONNECT IN ATC, PLAYBOOK ROUTING, REROUTE ARE ASSIGNED WHILE AIRCRAFT IS EN ROUTE, FUEL ONBOARD HAS NO PROVISION FOR EXTENSIVE REROUTE EITHER GIVE REROUTE PRIOR TO DEPARTURE, OR ALLOW MORE FLEXIBILITY IN ROUTING
ATC RADIO FREQUENCY COMMUNICATIONS - CROWDED RADIO FREQUENCY CONGESTION AT APPROACH CONTROL, IN TURN LEAD TO VIOLATION OF CLEARANCE - READ BACK BUT NOT UNDERSTOOD, SECURITY
ATC CONTROLLERS WORKING MULTIPLE FREQUENCIES BLOCKS OUT SOME TRANSMISSIONS

D3A
LARGE AIRPORTS WITHOUT GOOD BOR ON THE FIELD-SMALL AIRCRAFT THAT ARE OPERATING IN HIGH DENSITY TRAFFIC AREAS
APPROACH CONTROL RADIO FREQUENCY CONGESTION.
THERE IS TOO MUCH CONGESTION ON ONE FREQUENCY AT SOME AIRPORTS
WANT EVACUATION SLIDES ON OUR PLANES. WAITING FOR TCAS TO COME
GROUND SECURITY CHANGES SINCE X ARE FUTILE AND THE OVERREACTION IS KNEE JERK
RUNNWAY INCURRIONS AND ALSO AIRPORT CONGESTION WANTS YOU TO BUILD MORE AIRPORTS
ARMING THE FLIGHT DECK IS AN EXTREMELY IMPORTANT SAFETY ISSUE.Y
FREQUENCY CONGESTION DURING TERMINAL ARRIVALS.. NOT ENOUGH CONTROLLERS AND ATC SYSTEM IS OVERLOADED.
INTERNATIONAL FLIGHT HFS COMMUNICATIONS
CREW REST- PILOT DUTY TIME
THE RESPONSE TO REDUCED VERTICAL SEPERATION, THE RESPONSE THE PILOTS TO THE REDUCE VERTICAL SEPERATION, IS ONE OF THE QUESTIONS THAT THE SURVEY SHOULD COVER.
NEED MORE QUESTION ON FREQUENCY CONGESTION AND ATC COMMUNICATIONS AND RUNWAY CHANGES AT THE LAST MINUTE AND AIR TRAFFIC CONTROL
R SAID THERE IS A SECURITY PROBLEM BECAUSE THE AIRPORT TO AIRPORT IS NOT UNIFORM
ATC REQUESTING AIRCRAFT TO FLY FAST , HIGH ALTITUDE WHICH RESULTS IN INSTABLE APPROACHES, ATC INVOLVEMENT UPON APPROACH
FREQUENCY CONGESTION IS A PROBLEM AND FATIGUE IS A PROBLEM
AGING AIRCRAFT PERFORMANCE DURING TAKE-OFF
SECURITY MEASURES
APPROACH CONTROLLER REQUESTING CREW TO CALL VISUAL ON PRECEDING TRAFFIC WHILE ON BASE LEGS AT AIRPORT WITH PARRELL RUNWAYS (PROBLEM IS THAT CREW MAY SEE TRAFFIC ON PARRELL RUNWAY WHICH RESULTS IN MIS-IDENTIFICATON OF RUNWAY TRAFFIC)
FATIGUE OF THE FLIGHT CREW
AIRFIELD CONGESTION RESULTING IN DELAYS
CONCENTRATE ON WAKE TURBULENCE ENCOUNTERS AND GROUND CONGESTION
PROTENTIAL BREAKDOWN BETWEEN AIRCRAFT AND A.R.T.C. BECAUSE OF HIGH VOLUME OF COMMUNICATION ON THE FREQUENCIES
LAND AND HOLD SHORT OPERATION MAJOR CAUSE OF RUNWAY ENCORAGES
STABILIZED APPROACHES;ATC ROUTINELY ASKS FOR COMPLIANCE FOR CELARANCE THAT PREVENT OR PRECLUDE A STABILIZED APPROACH
WHY DO WE HAVE TO WAIT SO LONG FOR A.T.C TO BRING US DOWN FROM A HIGH ALTITUDE AND WHY HAVE US FLY SO FAST ON APPROACH?
CONGESTION IN TERMINAL AREAS; FREQUENCY CONGESTION
FATIQUE
CONGESTION -GET A LARGE #OF AIRCRAFT OUT AT SAME TIME
VERY SHORT FINAL CLEARANCES AT INTERNATIONAL DESTINATIONS LIKE LOCATION X
HUMAN FACTORS VERSUS AUTOMATION
LASHO HOLD SHORT WAS NOT ABLE TO COMPLY
ABSENCE OF ATC TO COVER LANDING OF SHORT OVER-NIGHT FLIGHT- MAJOR CONCERN MAINLY IS LACK OF ACCESS TO SOMEONE WITH REAL-TIME WEATHER INFORMATION
CONTROLLERS SO BUSY AT TIMES THAT INSTRUCTIONS ARE SOMETIMES UNCLEAR RESULTING IN THE INABILITY TO CONFIRM INSTRUCTIONS
CREW FATIGUE

D3A
FREQUENC Y CONGESTION , INCLUDING, OR PRIMARILY BLOCKED RADIO TRANSMISSION
NORTHEAST CORRIDOR IS VERY CONGESTED
COMPLICATED SIDS AND STARS
PILOTS FATIGUE
INSUFFICIENCY OF AIR TRAFFIC CONTOLLERS
TOO MUCH CONGESTION
FATIGUE, POOR TRNG OF NEW PILOTS,MFG TECHNIQUES CHEAP CREATING HAZARDS STRUCTURES, PROGRAM BECOMING SO COSTLY & SENSITIVE THAT IT WILL COST LIVES
CONCERNED ABOUT THE LAND AND HOLD SHORT PROCEDURE AND THE PRM PROCEEDURES, PLANES ARE BEING STAGGERED VERTICALLY, THEY (PILOTS DO NOT LIKE IT) THERE IS A CHANCE OF SOMEONE VEERING OFF INTO THE APPROACH AREA, FEELS STANDARDS REDUCED TO SIMPLY MOVE AIRCRAF
TRAFFIC ALERT FROM GROUND VEHICLES CAN GIVE FALSE ALARMS FROM TRANSPONDERS
WEATHER RELATED CLEARANCES DURING APPROACH
LANDING ON SHORT RUNWAY.QUERST. ABT OPERATIONS ON GROUND AT NIGHT.HAVE A QUEST. HAVE YOU EVER DEVIATED FROM YOUR ASSIGNED TAXY CLEARANCE
STRESS OF THE PILIOTS DUE TO FINANCIAL PERFORMANCE, LAYOFFS
FREQUENCY CONGESTION AT BUSY
FREQUENCY CONGESTION
AUTOMATION AND OR COUPLED APPROACHES, AIRPLANES WHICH WOULD NOT BE QUALIFIED TO OPERATE IN
SCHEDULING AND CREW REST REQUIREMENTS
TRAFFIC CONGESTION WITH ATC IS A HUGE PROBLEM. OFTEN TIMES IT IS DIFFICULT TO EVEN CHECK IN...IT SEEMS TO BE A CHRONIC PROBLEM.
GROUND CONTROLLING IN DIFFERENT AIRPORTS, WING WALKERS, LACK OF SENSE OF URGENCY, WING WALKERS HANG AROUND UNTIL SOMEONE SHOWS UP THEY DO NOT PAY ATTENTION
MORE QUESTIONS NEEDED ON FREQUENCY CONGESTION
SECURITY IS STILL LACKING
GROUND FLOW AT GROUND SIGNS
GROUND SERVICE VEHICLES ARE MORE AND MORE LIKE NEW JERSEY DRIVERS, DON'T GIVE WAY TO AIRPLANES ANYMORE, TENDENCY ON PART OF LEADERS TO PUSH HARDER ON FITNESS TO FLY, MONITOR SICK CALLS VERY CLOSELY, PRESSURE TO FLY WHEN NOT TOTALLY PREPARED TO FLY
GROUND PERSONNEL
SCREENING AS A CREW MEMBER IS JUST A JOKE-IT GETS YOU SO UPSET;WE NEED TO GET UNIVEDRSAL ACCESS SO WE CAN SHOW AN ID AND GO THROUGH
CREW REST, GETTING ALERT EN ROUTE, SLEEPING ENROUTE
SCHEDULING INTIMIDATION ,DAYS OFF AND REST PERIODS PARTICULARLY INTERNATIONAL RESERVES
LESS FREQUENT CABIN CREW CHANGES, CREWS SHOULD STAY TOGETHER FOR DEALING WITH SECURITY AND SAFETY THREATS IN A UNIFIED MANNER
AIRCRAFT MAINTENANCE, PILOTS FATIGUE
IN-FLIGHT SECURITY IS AN ISSUE- WE DO NOT HAVE GOOD ENTRY-EXIT PROCEDURES TO THE COCKPIT IN FLIGHT
WHY DON'T CARGO AIRPLANES HAVE TCAS
QUALITY OF THE MAINTENANCE THE AIRCRAFT ARE RECEIVING - MECHANICS NOT TELLING YOU SPECIFICALLY WHAT THEY REPAIRED, FREQUENCIES FOR MAINTENANCE ARE NOT COMMUNICATING TROUBLESHOOTING ADVICE PROPERLY
FATIGUE - LENGTH OF CREW DUTY DAY.
FLYING ALL-NITER LONG LEGS WITHOUT AUGMENTED CREWS;
FATIGUE ISSUES, SCHEDULING ISSUES

D3A
HOW MANY TIME PILOTS MISREAD TAXIWAY MARKING.
INCLUDE LIGHTENING STRIKES
SOME OF THE QUESTIONS COULD HAVE BEEN MORE THROUGH OR SPECIFIC NO EXAMPLES COME TO MIND RIGHT NOW
AT A LOT OF THE SMALLER AIRPORTS, PEOPLE WHO HAVE ACCESS TO THE AIRPLANE DON'T HAVE TO GO THTOUGHT THE MENTAL DETECTOR. ATC CONTROLLERS NOT BEING ACCOUNTABLE FOR OUR REBACKS-THEY DON'T EVEN LISTEN TO OUR REBACKS--AND THEY'RE NOT RESPONSIBLE FOR WHAT HAPP
AIRLINE FATIGUE
HOW MANY TIMES DO YOU MISINTERPRET ATC INSTRUCTIONS BECAUSE SIMILAR SOUNDING CALL SIGNS. IT HAPPENS TO ME AT LEAST ONCE OR TWICE A WEEK. IT IS CONFUSING TO AIRCREW AND AIR TRAFFIC CONTROL.
R FLIES CORPORATE AND FLIES INTO MANY SMALLER AIRPORTS AND THEY DONT HAVE RADAR AND TOWERS. THIS MAKES THEM VERY UNSAFE
LHSO, SHOULD BE ?'S ABOUT FATIGUE,HOW FLIGHT CREWS ARE SCHEDULED
PASSENGER MISCONDUCT
SLEEP, BEING TIRED, CIRCADIAN RHYTHM ISSUES
CREW DUTY HOURS NEED TO BE REVISED, ESPECIALLY FOR CARGO CARRIERS, [AIRPORT X] AND [AIRPORT X] MOST AGGRESSIVE ON CONCENTRATION OF PLANES
SECURITY QUESTIONS
GROUND CONTROL SHOULD STOP DOING GROUND INCURSIONS AT AIRPORT X
AIRPORTS TAXIWAYS CAN BE BETTER MARKED
IMPORTANT TO BE GIVEN RUNWAY CHANGES PRIOR TO TAKE OFF
FREQUENCY CONGESTION, FLOW CONTROL PROCEDURES, AMOUNT OF WORK FOR EACH CONTROLLER
FREQUENCY CONGESTION IN VOLUME AREAS
ATC COMMUNICATIONS IS ALWAYS A SORE SPOT-BLOCKING THE CONGESTION AND THE CADENCE OF THE COMMUNCATIONS AND INVOLVING TO MANY #'S AND CHANGES IN ONE BLAST, AIRPORT PAVEMENTS AND GROUND MARKINGS
USE OF SINGLE CONTROLLER ON MULT FREQ'S-TOO MUCH TRAFFIC & TOO MUCH CHATTER UNRELATED TO PLANES NOT APPROACHING
OF REGIONAL JETS THAT SYSTEM IS EXPERIENCING - THAT'S WHERE CONFLICTS COME IN. SYSTEM STRETCHED TO LIMIT BUT STILL WORKING
THE POSSIBILITY OF COCKPIT INTRUSION. PILOTS NEED TO HAVE SOME KIND OF DEFENSE..AS WELL AS THE REINFORCEMENT OF COCKPIT DOORS.
CREW DUTY FOR AIR CARRIERS, LACK OF DUTY TIME FOR NON-SCHEDULE FREIGHT HAULERS
TRAFFIC CONGESTION IN AIRPORT X,
FREQUENCY BLOCKAGE, MULTIPLE TRANSMISSIONS OCCURING AT THE SAME TIME ON THE SAME FREQUENCY MOSTLY IN LOCAL APPROACH CONTROL BUT EVEN IN TOWERS, LACK OF USE OF STANDARD PHRASOLOGY AMONG PILOTS, GROUND CONTROLLERS, AND CONTROLLERS BOTH
COMMUNICATIONS ARE STILL A BIG PROBLEM- RADIO QUALITY NEEDS TO BE IMPROVED.
CREW REST+ CIRCADIAN RHYTHM.
FREQUENCY CONGESTION IN THE TERMINAL AREA DURING PEAK PERIOD
FATIGUE ISSUES, BACKSIDE OF THE CLOCK AND CURRENT REGULATIONS,
SECURITY ISSUES
ASK ABOUT CREW FATIGUE
CROSSING TRAFFIC FOR WAKE TURBULANCE
FREQUENCY CONGESTION COULD BE A PROBLEM ATC ARE VERY OVERWORKED

D3A
SUNGLARE EFFECTING VISIBILITY , ATC ADVISED THEY ARE IN AREA BUT SINCE THEY WERE NOT SPEAKING WITH ATC, ATC IS UNABLE TO CONFIRM ALTITUDE, THIS CAN RESULT IN A NEAR MISS
ATC FREQUENCY CONGESTION AND SATURATION-CONGESTION OF AIRSPACE AND THEIR POTENTIAL IMPACT ON SAFETY, AS DOES THE HIGH ATC CONTROLLER WORKLOAD
PILOT FATIGUE
LAST MINUTE CLEARANCE CHANGES
ATIS ARRIVAL IS TOO MUCH LENGTH + TAKE S 1 MAN OUT OF LOOP FOR TOO LONG A TIME. NEED STUDY ON REQUIRED INFO IN COCKPIT-IMPACTS ON SITUATIONAL AWARENESS-TOO MUCH TIME AWAY FROM FLYING
ATC NOT BEING ABLE TO HEAR
HAVING SOMEONE IN THE TOWER HANDLING BOTH APPROACH AND TOWER FREQUENCY. IN MODERATE TRAFFIC-GROUND AND CLEARANCE CONTROL SHOULDN'T BE WITH THE SAME PERSON
IMPROPER A T C PHRASEOLOGY
INTERACTION OF ATC AND AUTOMATED COCKPITS
INEFICENCY OF A T C
LANGUAGE BARRIERS IN FOREIGN COUNTRIES
SAFETY REPORTS GO TO CHIEF PILOTS AT BASES, LESS THAN ADEQUATE ON DAY-IN, DAY-OUT BASIS
THE AMOUT OF TRAFFIC. SO LITTLE SEPERATION BETWEEN TAKE-OFF AND LANDING. MANY MORE GO AROUNDS THAN IN THE PAST.
CREW REST REQUIRMENTS- SCHEDULING PRACTICES-FATIGUE
THE ATC CENYRT SYSTEMS...TOO MANY OF THEM & TOO MANY FREQUENCY CHGES; MUST BE REDUCED!
GOING AROUND MISSED APPROACH ,DURING LAND AND HOLD SHORT OPERATIONS
RADIO CONGESTION ON HF FREQUENCIES
CREW FATIGUE
FAA IS ONE OF THE PROBLEMS, THEY DO NOT LIKE TO COOPERATE WITH THE PILOTS.
MULTI CHANNEL FREUQENCIES MAKE IT DIFFICULT TO COMMUNICATE WITH CONTROLLERS
AN INCREASE IN FREQUENCY OVERLAP OR INTERFERENCE AND RUNWAY CROSSINGS-HARD TO MONITOR ON THE GOUND
A T C RESTRICTIONS CONCERNING AIRCRAFT AT HIGH DENSITY AIRPORTS DURING S W A P
TOWER OPERATIONS AT HIGH DENSITY AIRPORTS
HEAVY CONGESTED AIRPORTS WHERE LIGHT AIRCRAFT ARE (EX. AIRPORT X OR AIRPORT X)
HIGH VOLUME OF AIRCRAFTS SCHEDULED INTO MAJOR HUBS, FATIGUE AND DUTY TIME
FUTURE RVSM SECURITY SCREENING PROBLEMS PROLIFERATION OF [AIRCRAFT TYPE X]
CREW REST
CUTTING DOWN SPACING SOON --SEE WHAT WILL HAPPEN WHEN IN EFFECT
PILOT FATIGUE
R WISHES SOMEDAY THE STUDIES NASA HAS MADE OVER THE YEARS IS TAKEN INTO CONSIDERATION.
STRANGE CLEARNACES WITH CLEARNACES TO ALTITUDES AND STOPPING AND THEN ADVANCED AGAIN--VERY CONFUSING CONTROLLER OR CONTROLLER
AIRSPACE & AIRSPEED IS PROBLEM, DIRTY AIR ON TAKE OFF CREATING PRM APPROACH TOO CLOSE TO RUNWAY
SECURITY ISSUES
RNAF DEPARTURES AND APPROACHES IN [AIRPORT X] NEED TO BE LOOKED AT CLOSELY, THERE ARE ALOT OF PROBLEMS
COCKPIT DOOR
COMMUNICATION OVER USING HF RADIOS OVER THE PACIFIC

D3A
TAKE-OFF CLEARANCES WHILE ANOTHER PLANE IS STILL TAKING OFF. LANDING CLEARANCES WHEN ANOTHER PLANE IS STILL ON THE RUNWAY.ATC ADVISE HIGH SPEEDS TO HELP THEIR TRAFFIC FLOW REGARDLESS OF PLANE'S CONFIGURATION. LACK OF FOLLOW THROUGH WHEN PILOTS REPORT
RAIDO TRAFFIC AND CONGESTION
[AIRPORT X] IS A SAFETY CONCERN, ALSO [AIRPORT X]. SOMEONE NEEDS TO PAY ATTENTION TO WHAT'S GOING ON THERE.
COMMUNICATIONS WITH ATC, THEY OFTEN READ OUT A CLEARANCE WITHOUT WAITING TO HEAR YOU ACKNOWLEDGE BACK TO THEM.
TOO MUCH FREQUENCY CONGESTION
LIGHTING STRIKE
FREQUENCY CONGESTION IS A MAJOR PROBLEM. IT IS BRINGING THE AIR SYSTEM TO ITS KNEES. REAL TIME WEATHER DISPLAYS SHOULD BE IN THE COCKPIT.
FATIGUE FLIP FLOP TRIPS
FMS-FMC NOT USER-FRIENDLY, OVERESTIMATING SAFETY OF THAT EQUIPMENT, COMPLICATES MANY ISSUES
SURFACE MOVEMENT SAFETY SYSTEM RE RUNWAY INCURSION LIGHTING-INCIDENCES WHERE TOWER HAS CLEARED FOR CROSSING ACTIVE RUNWAY. TOWER NEEDS TO TURN OFF LIGHTS AT APPROP TIMES
REVISING CLEANCES ON APPROACH ARE TOTALING CONFUSING AND INVITE TO AN INCIDENT, SIMPLIFYING APPROACH PROCEDURES, DIFFUCULT TO TRAIN FOR THIS
SECURITY!
THE BIGGEST PROBLEM IS CHANGING PARALLEL RUNWAYS AT LATE DATES AND CAN BE CONFUSING TO ATC AND THE CREW;AIRPORT X IS MOST UNCOOPERATIVE-NUMEROUS FREQUENCY CHANGES AND RUNWAY CHANGES-AIRPORT X ALSO
WOULD LIKE TO BE ABLE TO RECEIVE ATC CLEARANCES BY DATA RATHER THAN VOICE
UNAVAILABILITY OF REAL-TIME CONVECTIVE WEATHER ACTIVITY IN THE COCKPIT
SECURITY OF CARGO
CREW FATIGUE
ATC RADIO CONGESTION
LOCATION ISSUES WITH AIRPORTS
STANDARD PHRASEOLOGY FROM THE CONTROLLERS IN THE US IS A PROBLEM IN THE US;THEY'RE GIUVE AN ANSWER IN NON-STANDARD PHRASEOLOGY AND IF THERE'S CONGESTION ON THE FREQUENCY IT'S EVEN MORE
COMMUNICATION WITH ATC IS DIFFICULT AT [AIRPORT X], [AIRPORT X]
CONGESTION PROBLEMS
NEED TO SECURE THE COCKPIT BETTER OR ARM THE PILOTS
TAKING OFF, & LAND & HOLD SHORT. GETTING MORE & MORE RUSHED, ALSO WITH 21-2-3 MILE SPACING YOUR CONCENTRATION IS ON THE POSSIBILITY OF A GO-AROUND INST. OF LANDING
LAST MINUTE+CLOSE TO AIRPORT STUFF . WE SHOULD BE LOOKING OUT WINDOW.
OPERATIONS ON INTERSECTING RUNWAYS--THREADING THE NEEDLE BECOMING MORE COMMON
GROUND CONFLICTS WITH RUNWAY MARKINGS & TAXI HOLD SHORTLINES FOR RUNWAYS.
CREW FATIGUE
LAND & HOLD SHORT OPERATIONS; CREW RESOURCE MGMT - INTERACTION BETWEEN CREW MEMBERS; INTERSECTING RUNWAY OPERATIONS; MAINTENANCE ISSUES SUCH AS MEL'S
ATC QUESTIONS
GROUND FREQUENCY CONGESTION IS A PROBLEM TOO MANY PILOTS TALKING AT THE SAME TIME , WITHOUT BEING ABLE TO RESPOND BECAUSE OTHERS ARE TALKING, THIS IS A REASON FOR A LOT OF MIS HAPS, THEY ARE HANDLING SO MUCH TRAFFIC THAT PEOPLE ARE OVERWORKED .NO TIME
ATC TIED UP WITH PRIVATE AIRCRAFT ON NICE DAYS ESPECIALLY WEEKENDS

D3A
CONTROLLERS USING MULTIPLE FREQUENCIES AT THE SAME TIME
NEED TO ADDRESS PROBLEM OF TOO MANY AIRPLANES IN ONE SPOT
GPS SYSTEM WOULD BE SETUP MORE STANDARDIZED-EQUIPMENT ALSO
SHOULD HAVE NATIONAL ID FOR CREW SO I CAN RECOGNIZE CREW FROM OTHER COMPANIES.
CREW FATIGUE QUESTIONS, INTERNATIONAL FLYING QUESTIONS
R FLYS INTERNATIONALLY. HAVE QUESTIONS IN REGARD TO INTERNATIONAL FLIGHTS
PUT INFOUS ON SECURITY TRAINING, PREVIOUSLY THE TRAINING EMPHASIZED PACIFYING HIJACKERS
REDUCED VERTICAL SEPARATION(R V S M)
ATC PROBLEMS DUE TO FOREIGN ACCENTS
JUST TO CLEAN UP THE RAMPS--[EVENT X]
PEOPLE SLEEPING IN THE COCKPIT BECAUSE THE SCHEDULING IS TERRIBLE. NO EFFORT MADE TO MAKE SCHEDULE CONSISTENT.
SECURITY
R FEELS THAT THERE SHOULD BE MORE COMMUNICATION WITH COMPANY RELATED ISSUES
WOULD LIKE TO BE ALLOWED TO TAKE FIRE ARMS INTO THE COCKPIT.
PILOT FATIGUE
LANDING SEPERATION
SECURITY AT THE AIRPORT TERMINAL, SYSTEM TO IDENTIFY CREW MEMBERS, TO AVOID SECURITY LINES
PILOT FATIGUE;
NEW RVSM PROGRAM-CRAFT HAVE NEW EQUIPMENT--ALTIMETERS - A PROBLEM AT HIGHER ALTITUDES. AIRLINES PUSHING CREW REST TO THE MAX..LONG DUTY DAYS ADD TO FATIGUE.
MORE QUESTIONS RELATING TO PERFORMANCE OF ATC - I.E. QUESTIONS RELATING TO ENROUTE, TERMINAL, GROUND, ETC
SOME AIRPORTS TRY TO GET YOU DO THINGS THAT YOU CAN'T HARDLY DO IN A BIG AIRPLANE AND IT'S HARD TO ADJUST THOSE
LACK OF COMMUNICATION WITH A T C ,UNABLE TO COMMUNICATE IN A TIMELY MANNER WHEN YOU NEED TO COMMUNICATEE
CONTROLLERS ARE OVERUSING PILOT SEPARATION CLEARANCES, CONTROLLERS ARE TAKING AWAY THE VISUAL CLEARANCE
NASA MIGHT CONCERN THEMSELVES ABOUT AIRL;IND MGEMENMT CONCERNED ABOUT A PROFIT AND HOW THAT ACTUALLY AFFECTS SAFETY..MANY ISSUES CONCERNING NOT JSUT FLYING BUT EVERY AREAS IS UNDER PRESSURE DUE TO ECONOMIC ISSUES. LOOK AT RT & LFT AREA NXT TO FLIGHT DOOR
APPROACH CONTROLS AND ATCX CENTERS MONITORING AND USING MORE THAN ONE FREQUENCY AT A TIME. I CAN HEAR THEM TALKING BUT THEY CAN NOT HERE ME BECAUSE THEIR TALKING TO SOMEONE THAT'S ON ANOTHER FREQUENCY.
I'M NOT PLEASED WITH THE AIRPORT SECURITY, BUT ONCE YOU GET PASSED THE FAA STRUCTURE IS FINE.
FLIGHT CREW SCREENING AT THE AIRPORT BY TSA
POTENTIAL FOR HAZARD WHEN ATC WORKS MULTIPLE FREQUENCIES
ATC COMMUNICATION
SECURITY ISSUES - NONSTANDARD SECURITY SCREENINGS, VERY HARSH CREW SCREENINGS,
COMMUNICATION PROBLEM IN FOREIGN COUNTRIES SHOULD BE STANDARDIZED ESPECIALLY LOCATION X.
MULTIPLE FREQUENCIES ON ATC,
SECURITY
PILIOT FATIGUE
AIRBORNE OBJECTS THAT WERE NOT AIRCRAFT. EXAMPLE BALLOONS
DEPARTURE PROCEDURE FROM THE AIRPORT X AIRPORT NEEDS TO BE LOOKED AT...IT'S UNSAFE

D3A
INACCURATE SOULS ON BOARD-
TOO MANY AIRPLANES TOO CLOSE TOGETHER
ATC SITUATIONAL AWARENESS
THE FAA IS GENERALLY INEPT AND INCOMPETANT--INSPECTORS DON'T HAVE A SIGNIFICANT BACKGROUND IN AVIATION
TCAS
AIRLINE INDUSTRY NOW LIMITS THE AMOUNT OF FUEL AN AIRCRAFT CARRIERS, THIS APPEARS NOT TO BE TAKEN INTO CONSIDERATION BY ATC CONCERNING HOLDING PURPOSES
R SAID TTHAT AT [AIRPORT X] THE ATCCANT GET A HANDLE ONTHE PLANES- THERE ARE NAVY TRAINING PILIOTS COMING @GOING
GROUND CONTROL & ATC CONGESTION IN A NUMBER OF MAJOR US AIRPORTS
TAKE OFF WITH A HEAVY PLAN A LANDING WHILE YOU ARE TAKING OFF
CREW FATIGUE
FLYING OUR FILED ROUTES WITHOUT HANDS ON HELP FROM FAA-WASTING MONEY ON FUEL
YOUR DUTY PERIOD WHEN FLYING ON THE BACKSIDE OF THE CLOCK
SECURITY ISSUES,-COCKPIT DOORS, PHISIOLOGICAL NEEDS MUST BE ADDRESSED
FATIGUE AND DUTY LIMITS FOR PILOTS.
HOW HIGHER THAN NORMAL SPEED IS HANDLED ON APPROACH
FREQUENCY CONGESTION
IN REGARDS TO NEW INSTALLATION T-CAS EQULIPMENT , THERE IS NOT ENOUGH TRAINING WITH PIOLTS WITH THIS EQUIPMENT.
COCKPIT DISTRACTIONS, QUESTIONS
FAA RULES ON FATIGUE
CREW FATIGUE.
IN [LOCATION X] LANGUAGE PROBLEMS--HARD TO UNDERSTAND THEIR ENGLISH
HEAVY AIR TRAFFIC
WHEN THEY INTRODUCE NEW AIRPLANES TO A FLEET THEY USED TO HAVE ARE QUIREMENT OF MINIMUM HOURS BUT THEY DON'T DO THAT WITH THE AIRCRAFT TYPE X. THERE SHOULD BE A SPECIFIC REQUIREMENT FOR FLIGHT TIME;IT'S NOW WAIVED FOR NEW AIRPLANES TO A FLEET BY FAA
THUNDERSTORM AVOIDANCE WAS RE ROUTED WAY SOUTH HAVING TO HOLD SPEED AT LOWER THAN OPTIMAL PERFORMANCE BECAUSE OF THE LONG LINE
SECURITY AND CREW AND OVERALL SECURITY
FOCUS MORE ON SECURITY
HOW MUCH DO YOU FEEL THAT THE FAA IS THERE TO HELP OR DO YOU FEEL THAT YOU COULD RELATE SAFTEY CONCERNS TO A FAA RIDING ON YOUR AIRCRAFT I FEEL THAT THE FAA SHOULD BE HELPING THE AIR SYSTEM. THE CAPTAIN WILL NOT SAY A THING TO THE FAA. THEY ARE AFRAID.
THE CURRENT SITUATION WITH COCKPIT SAFETY ISN'T BEING DEALT WITH AT ALL;IT'S RIDICULOUS
SECURITY IN ALL ASPECTS
WE SPEND TOO MUCH TIME WORRYING ABOUT SECURITY. WE SEEM TO BE IN MIDDLE OF GOV'T AGENCIES FIGHTING.
COMMERCIAL TRAFFIC GOES TO AIRPORT THAT DO NOT VOR ON THE FIELD OR DME ASSOCIATED WITH ILS- LIKE AIRPORT X.
LAND AND HOLDSHORT OPERATIONS SHOULD BE FURTHER STUDIED TO INCREASE THE SAFETY OF THE OPERATION- WIDE BODY AIRCRAFT SHOULD NOT BE ASKED TO LAND AND HOLDSHORT-PRM APPROACHES FOR WIDEBODY AIRCRAFT ARE MORE DIFFICULT THAN NARROWBODY AIRCRAFT AND SHOULD BE S

D3A
ATC IS EXTREMELY INFLEXIBLE IN ADJUSTING THE GATEWAYS INTO THE AIRPORTS TERMINAL AREA WHICH LEADS TO EXCESSIVE GROUND HOLD TIME AWAITING DEPARTURE TO HUB AIRPORT, NO STORMS AND NO AIRPLANES CAUSING EXTREME COST FOR AIRLINE INDUSTRY!
FATIGUE ISSUES-CHANGING THE FAR'S, COMPANY POLICY REGARDING SICK TIME, COMPANY POLICY
REGARDING RUNWAY INCURSION HOW MANY TIMES WERE YOU CLEARED TO TAXI OUT TO RUNWAY WITHOUT SPECICALLY GIVEN PERMISSION TO CROSS ACTIVE RUNWAYS, DELAYS DUE TO FLOW SATURATION EN ROUTE , WERE YOU GIVEN A DOWNWIND TAKEOFF
LIGHTENING STRIKES, UNABLE TO FREELY MANUVER WITHIN THE TERMINAL AREA
THE COCKPIT SHOULD BE INACCESSIBLE AND THE PILOTS SHOULD NEVER HAVE TO GO TO THE REAR OF THE AIRCRAFT TO SOLVE PROBLEMS: THE FLIGHT CREWS RESPONSIBILITY SHOUD BE TO MOVE THE AIRCRAFT FROM ONE LOCATION TO ANOTHER. UNDER NO CIRCUMSTAMCES SHOULD THE FLIGHT
LAND AND HOLD SHORT,
A.T.C. OVERLOAD, A.T.C., SPEAKING TOO FAST & TO TOO MANY AIRCRAFT TO BE UNDERSTOOD
FREQUENCY CONGESTION ON THE GROUND
PILOT FATIGUE
MORE INFORMATION ON VFR TRAFFIC IN BUSIER PORT AREA
PILOT IN COMMAND AUTHORITY.
RESPONDENT SAID THERE SHOULD HAVE BETTER SECURITY IN REGARD TO PASSENGERS
ATC PROBLEMS....WORKING TOO MANY FREQUENCIES & TOO MANY SECTORS
EN ROUTES ATC COMM. AND FREQUENCY CONG. IS A SERIOUS PROBEM, THEY ARE WORKING ON A DATA LINK FOR ATC COMMANDS AS OPPOSED TO VERBAL COMM.
CLEARANCE CHANGES
TOO MAN AIRPLANES TRYING TO USE TO LITTLE AIRSPACE ESP AT PEAK TIMES
DENSITY OF AIR TRAFFIC IN MAJOR CITIES
PROBLEMS WITH FATIGUE & FLYING AT NITE
POOR ATC SERVALIANCE IN SOUTH AMERICA
FATIGUE, DUTY TIME
CREW DUTY DAYS FOR AIRPLINES THAT ARE GOVERNED BY THE FAA AND NOT A CONTRACT

D5A
MOST OF THINGS MENTIONED NEVER OCCUR TO SOME PILOTS IN THEIR WHOLE CAREERS
I THINK MORE TIME COULD BE SPENT IN REAL TIME SITUATIONS, IN APPROACH FREQUENCIES AND IN MORE DETAIL IN THE APPROACH TRANSITION SEGMENTS...BREAKDOWN OF COMMUNICATIONS BETWEEN THE CENTER, THE TOWER...MORE INFORMATION WOULD BE VERY USEFUL IN PLANNING AHEAD FOR PILOTS.
MOST OF THE EARLIER QUESTIONS REFER TO SITUATIONS/EVENTS THAT RARELY OCCUR, THEREFORE, THINK MAYBE THE STUDY PERIOD SHOULD BE MUCH LONGER THAN 60 DAYS - 6 MONTHS PERHAPS- TO CAPTURE THE FEW THAT DO OCCUR.
R SAID THAT THE BEGINNING QUESTIONS WOULD BE GOOD IF YOU HAD THE QUESTIONS IN ADVANCE, EX. HOW MANY LEGS. R SAID ALSO FAA ARE DOING STUPID THINGS, THEY ARE ALWAYS MAKING EXCEPTIONS.
COULD HAVE SAID YES TO QUESTIONS HAD THEY BEEN BACK AS FAR AS 6 MONTHS
ATC SHOULD ALWAYS GIVE INFORMATION IN SAME ORDER. THEY SHOULD BE SPECIFIC ABOUT LOCATION AND DIRECTED TO POOR COMMUNICATION THAT CAUSES PILOT ERRORS. PILOTS DON'T DO STERILE COCKPIT. COMPANY X COMPANY IS RULED BY FEAR RIDICULE AND INTIMIDATION AND THIS WILL CAUSE PROBLEMS. COMPANY X ALSO FALSIFIES TRAINING RECORDS. IT'S ACCORDING TO WHO YOU KNOW IN THE COMPANY.
MOST QUESTIONS ARE ABOUT ENGINE FAILURE--MOST OF THESE WOULD BE REPORTED
GOOD SURVEY
ALL COMMERCIAL AIRPORTS SHOULD HAVE A VOR NAVIGATION FACILITY CO-LOCATED AT THE FIELD, NOT 5 MILES AWAY.WHILE SOME ILSES HAVE A DME, ALL ILSES SHOULD HAVE A DME ON THEM
I THINK PUTTING SURVEY ON INTERNET WOULD BE GOOD.
MAKE IT MORE THAN 60 DAYS
THE TYPES OF QUESTIONS THAT ARE BEING ASKED ARE NOT LIKELY TO HAPPEN WITHIN 60 DAYS.
IF THE INTERNET WERE USED, I COULD CRITIQUE THE SURVEY COMPREHENSIVELY AND WOULD BE ABLE TO GIVE SPECIFICS.
KICKS OFF ALTITUDE HOLD (AIRCRAFT X) WHEN THE HOLD ARM HAS BEEN SET
DO MORE OF THIS AND DO SOMETHING WITH THIS INFORMATION.
VERY GOOD SURVEY
60 DAY PERIOD SHOULD BE EXTENDED
FAA SHOULD INSTALL DME EQUIPMENT ON ALL RUNWAYS USED BY AIRLINERS
I'M GLAD THEY'RE FINALLY DOING IT!
90 DAYS IS TOO SHORT . ONE YEAR IS A GOOD TIME PERIOD . THE LAST 90 DAYS HAS BEEN SOME OF THE BEST WEATHER CONDITIONS EVER.
TELEPHONE SURVEYS ARE DIFFICULT BECASUE IT DOESN'T ALLOW HIM ADEQUATE TIME TO THINK ON THESE QUESTIONS. SOME THINGS HAVE HAPPENED IN THE PAST YEAR THAT DON'T FALL IN THE 90 DAYS PERIOD BUT NEED TO BE ADDRESSED.
I WOULD ASK MORE ABOUT PRE AND POST FLIGHT STRESS LEVELS CREW EXPERIENCE DUE TO SAFETY
IF WE REALLY WANT TO BE VIGILENT WITH SAFETY, SECURITY PROCEDURES THAT ARE IN PLACE ARE NOT WORKING TOO WELL, SECURITY IS A SAFETY ISSUE
FEELS THAT 30 AND EVEN 90 DAYS IS NOT LONG ENOUGH. IT SHOULD BE AT LEAST A YEAR IF YOU WANT SOME GOOD INFORMATION
SURVEY IS NOT ADDRESSING ALOT OF THE SAFETY ISSUES THAT ARE CURRENT
SHOULD BE OVER A WIDER TIMEFRAME.
EVENTS ARE SEVERE; NOT SURE YOU WILL GET MANY RESPONSES OTHER THAT ZERO
GOOD SURVEY
FIRE THE CONTROLLERS AND REPLACE THEM WITH MACHINE
SKEPTICAL THAT WORTHWHILE DATA WILL BE COLLECTED, 60 DAYS TOO SMALL SNAPSHOT

D5A
WHEN YOU LIMIT IT TO THE PREVIOUS 60 DAYS, IT'S AN AWFULLY SHORT TIME FRAME--OTHERWISE A VERY GOOD STUDY.
TOLD PEOPLE UP FRONT ABOUT THE QUESTIONS WE WERE GOING TOBE ASKED, THAT WOULD HAVE HELPED
ASK PILOTS IF THE AVIATION TRUST FUNDS COULD BE USED TO HELP SOLVE PROBLEMS--THIS DEFINITELY
POSITVE INDENFICATION OF PILOTS IS MORE IMPORTANT SCREENING FOR THE CREW SHOULD BE UNIVERSAL FOR ALL MEMBERS
IT'S A GOOD IDEA
WHEN ASKED THE QUESTION ABOUT THE FIRST OFFICER, STATE THE CATGEORY FIRST, THEN ASK YES OR NO. THE OTHER WAY IS MISLEADING, BECAUSE I QUALIFY IN TWO OR THREE CATEGORY BECASUE OF THE NATURE OF MY FLYING.
EASIER TO DO OVER INTERNET
EXPAND THE TIME WINDOW. IT WOULDN'T HURT IF YOU HAD A RECORDED 800 NUMBER LINE WHERE SOMEONE COULD CALL IN AN EVENT INSTEAD OF HAVING TO WRITE IT UP AND POSSIBLY PUT IT ASIDE.
FREQUENCY CONGESTION IS ONE OF THE MOST DIFFICULT SITUATIONS WE'RE FACING.
RESPONDENTS COMMERCIAL EXPERIENCE SMALL IN LAST 60 DAYS
THE SURVEY WAS VERY WELL PUT TOGETHER, AND R SAID I WAS VERY POLITE AND WELL SPOKEN VERY WELL
THE TWO BIGGEST PROBLEMS IS THAT THERE AREN'T ENOUGH CONTROLLERS AND EMPLOYERS ARE INCLINED TO GIVE LESS REST THAN THEY SHOULD. DOMESTIC GUYS DO A LOT OF LEGS AND A LOT OF SHORT LAY-OVERS AND THAT IS A PROBLEM THAT NEEDS TO BE LOOKED AT MORE CLOSELY
I'D LIKE TO HAVE THE SURVEY E-MAILED TO ME
USE OF PHRASES LIKE "TIME CRITICAL" LEAVE TOO MUCH DISCRETION TO THE RESPONDENT.
THE CLEARANCE CHANGE QUESTION SHOULD BE ASKED "HAVE YOU REFUSED A CLEARANCE", RATHER THAN ACCEPTED ONE, BASED ON THE FACT THAT THE AIRPLANE WOLDN'T PERFORM DUE TO WEATHER, PERFORMANCE EVEN AIRPLANE LIMITATIONS.
SHOULD ASK AT BEGINNING OF SURVEY IF PILOT FLIES DOMESTICALLY
AIRSPEED ASSIGNMENT DURING VISUAL APPROACHES
REPEATING EACH QUESTION OVER AND OVER WITH "DURING THE LAST 60 DAYS, HAVE YOU, DID YOU," SHOULD BE ELIMINATED.
A.T.C. COMUNICATION TO BE ABLE TO TRANSMIT TO THE ACACRS FOR BACK UP A.T.C COMUNICATIONS
DO IT OVER THE INTERNET
IT WOULD HAVE BEEN EASIER TO DO THE SURVEY ON THE INTERNET.
RESPONDENT FEELS HIGH SPEED HOME BUILT PLANES ARE GOING TO BE A BIGGER PROBLEM - UNDER QUALIFIED PILOTS FLYING HIGH SPEED AIRPLANES.
SURVEY NEEDS TO BE WRITTEN, NOT DONE VERY WELL OVER THE PHONE, AND WE WOULD BENEFIT FROM HAVING PILOTS DO THE SURVEY. ALSO THE WEATHER PRODUCTS IS THERE ANY TIME THAT WEATHER INFO IS AVAILABLE TO YOU. IN LONG RANGE FLYING THERE IS NO WAY TO GIVE A SHORT ANSER TO THIS QUESTION.
IT WAS VERY THOROUGH.
I WAS PUZZLED BY THE QUESTION ABOUT LEAVING THE COCKPIT FOR A PASSENGER DISTURBANCE SINCE DATE X. IT IS HIGHLY DISCOURAGED THAT WE DO NOT LEAVE THE COCKPIT.
TCAS SHOULD BE REQUIRED ON ALL TYPES OF TRANSPORT AIRCRAFT.
FOR THOSE OF US WHO ARE BEING INTERVIEWED FREQUENTLY THAT YOU PROVIDE US WITH SOME SORT OF A FORM THAT WE CAN FILL OUT CONFIDENTIALLY SO THAT WE CAN REMEMBER AND LOG IT. ALSO MAYBE ASK IN THE SURVEY,"DID YOU SUBMIT AN ASAP WITHIN THE LAST 90 DAYS?" AND THAT WOULD TRIGGER A MEMORY.
/.
THIS SURVEY IS OFF BASE.
60 DAYS SHORT TIME FRAME, IF WE WENT OUT ANOTHER MONTH, WE COULD HAVE SOME THINGS.

D5A
RESPONDENT WAS PLEASED TO BE INCLUDED.
AIR TRAFFIC CONTROL SYSTEMS NEEDS A TOTAL OVERHAUL.
RESPONDENT SAID ASK PROBING QUESTIONS, NOT SO MANY YES AND NO RESPONSES.
IT WOULD BE ACCEPTABLE TO DO THIS ON THE INTERNET
AIRPORT X FOR EXAMPLE, IS VERY BUSY (ESPECIALLY ON THE GROUND) , BUT I HAVE NOT BEEN THERE IN 30 DAYS. ALSO, YESTERDAY WE WERE ASKED TO CHANGE ROUTING 45 MINTUES TO LANDING, AND IT TOOK US 12 TO 15 MINTUES OUT OF OUR WAY. I THOUGHT WE HAD TO GO INTO OUR RESERVE FUEL BUT DID NOT.
DONE PROFESSIONAL AND WELL
WHY DID YOU SELECT A 30 DAY PERIOD ONLY FOR THE STUDY?
THE STUDY SEEMS SLANTED TO PROTECT THE ATC SYSTEM AS IT IS RIGHT NOW AS OPPOSED TO MAKING IT
THERE SHOULD BE A LIMIT IN WHAT WE HAVE TO COVER UP FOR AIR TRAFFIC CONTROLLERS GOOFING UP. CONSTANTLY CHANGING RUNWAYS
ASK QUESTIONS LIKE HOW OFTEN DOES MANAGEMENT ASK PILOTS TO TAKE PLANES THEY FEEL ARE UNSAFE. THE PILOTS TELL THEM THEY FEEL THE PLANES ARE UNSAFE
IF DONE ON-LINE, MAKE INTERVIEW AVAILABLE TO AIRLINE COMPUTERS IN THE WEATHER ROOMS & OTHER AREAS WHERE PILOTS COULD DO IT ON LAY-OVERS
MORE QUESTIONS SHOULD BE ABOUT PILOTS HIGHER WORKLOAD IN THE COCKPIT.
60 DAYS WAS NOT ENOUGH TO DO THE SURVEY
SURVEY SHOULD COVER MORE THAN JUST THE LAST 60 DAYS, IT SHOULD COVER THE LAST 6 MONTS BECAUSE A LOT OF THIS WE HAVE EXPERIENCED BUT NOT IN THE LAST 60 DAYS.
E-MAIL WOULD BE NICE
THINK ABOUT DOING THIS AS AN INTERNET SURVEY RATHER THAN ON THE PHONE.
SHORTER SURVEY. ELIMINATE PRE-SURVEY SPEECH AND CUT TO THE CHASE.
ATC ARE NOT REQUIRED TO CORRECT INCORRECT TRANSMISSION CLEARANCES BY PILOTS
I'D LIKE TO SEE FATIGUE LOOKED AT--I'D SAY THAT THEY DIDN'T PUT THAT IN BECAUSE THEY DIDN'T LIKE THE ANSWERS THEY'D GET.
WOULD LIKE TO INCLUDE MORE THAN 60 DAYS TIMEFRAME PERHAPS. MORE INFORMATION OBTAINED
I'M CONCERNED WE'RE LOSING EXPERIENCED AND SAFETY CONSCIOUS PILOTS, BECAUSE AFTER AGE 60 THEY'RE FORCED TO RETIRE.
MORE DETAILED QUESTIONS SHOULD BE ASKED ABOUT APPROACH CONTROL. SPECIFICAALY, QUESTIONS ABOUT HIGH AIR SPEEDS
A WIDER TEST PERIOD IS SUGGESTED, MORE THAN 60 DAYS
YOU WERE ASKED IF YOU HAD ANY REJECTED TAKE OFFS IN THE LAST 90 DAYS AND THERE WERE NO FOLLOW UP QUESTIONS ABOUT IT.
NEED MORE SURVEYS
VERY GLAD YOU GUYS ARE DOING THIS SURVEY
WELL DONE.
NEED LONGER TIME FOR MORE ACCURATE DATA
I 'M ON RESERVE AND HAVEN'T FLOWN MUCH--USUALLY IN LOCATION X. I COULD SAY A GREAT DEAL ABOUT PROBLEMS IN LOCATION X!
60 DAYS TOO SHORT A TIMEFRAME
RESPONDENT SAID THE SURVEY SHOULD HAVE A LONGER SPAN OF TIME. MOST OF THESE QUESTIONS DON'T REALLY HAPPEN TOO OFTEN.
RESPONDENT SAID MAKE THE SPAN OF THE SURVEY MORE THAN 60 DAYS
GOOD SURVEY

D5A
MILITARY CARGO OPERATIONS MIGHT TEMPORARILY DISTORT DATA, 60-DAY WINDOW COULD BE TOO NARROW, SHOULD SURVEY WHETHER PILOTS ARE FLYING SICK
PREFERS DOING THE SURVEY VIA TELEPHONE RATHER THAN THE INTERNET BECAUSE THE INTERACTION WITH THE INTERVIEWER IS GOOD AND JOGGED THEIR MEMORY.
VERY GOOD SURVEY
ASK QUESTIONS RELATED TO PRECISION INSTRUMENT APPROACHES AS THEY RELATE TO AN ILS APPROACH. ARE PILOTS FAMILIAR WITH THE TERMINOLGOY OF UNPROTECTED AS IT RELATES TO AN ILS APPROACH? WOULD PILOTS KNOW WHAT THIS MEANS?
I HOPE THAT WHATEVER THE SURVEY IS FOR IT DOES SOME GOOD
THIS HAS BEEN DELIGHTFUL!
RESPONDENT FEELS THAT THE RESULTS OF THE SURVEY WILL BE INCONCLUSIVE BECAUSE OF ONLY 60 DAYS
RESPONDENT WANTED TO KNOW WHY THEY WERE ONLY ASKING TO 60 DAYS. COULD HAVE SAID YES TO A LOT MORE IF IT HAD BEEN OVER HIS WHOLE CAREER.
R FEELS ATTENTION SHOULD ALSO BE GIVEN TO SIMILAR PROBLEMS ENCOUNTERED BY US-BASED PILOT ON INTERNATIONAL FLIGHTS. ESPECIALLY ISSUES RELATED ALSO TO PILOT FATIGUE, ATC /COMMUNICATIONS PROBLEMS, ETC
SEPARATE 121 AND 135
RESPONDENT HADN'T FLOWN MUCH RECENTLY.
WILL THE RESULTS BE PUBLISHED FOR THE PUBLIC OR JUST FOR NASA?
I THINK NASA IS WASTING TIME WHEN THEY HAVE THE REPORTS /EVERY QUESTION THAT WAS ASKED IF THERE HAD BEEN AN INCIDENT THERE WOULD HAVE BEEN AN ASAP REPORT
MORE CONVENIENT FOR INTERVIEW TO BE MAILED, AND COMPLETED ON PAPER
(PHRASEOLOGY) IN LOCATION X VERY DIFFICULT TO UNDERSTAND THEIR LANGUAGE AS WELL AS ENGLISH TRANSMISSION. NOT STANDARDIZED IN LOCATION X. ENGLISH IS VERY BROKEN.
MANY OF THE THINGS ASKED ABOUT MIGHT HAPPEN ONCE IN A CAREER
DO IT ON THE WEB SERVICE
ASK ABOUT FATIGUE V.S. LENGTH OF DUTY DAYS FOR BOTH DOMESTIC AND INTERNATIONAL FLIGHTS
CATAGORIZE QUESTIONNAIRE TO CREW EXPERIENCE
WHY WE ARE DOING THIS
DATA MAY NOT BE ACCURATE IN SMALL SAMPLE OF 8000 PER YEAR.
WE DO A LOT OF OVERSEAS FLIGHTS AND LANGUAGE BECOMES A BARRIER AS FAR AS COMMUNICATIONS IS CONCERNED. CONTROLLERS SPEAK OWN LANGUAGE RATHER THAN ENGLISH, ESPECIALLY IN PLACES LIKE LOCATION X, AND WE'RE NOT SURE WHAT THEY ARE SAYING OR IF INSTRUCTIONS ARE MEANT FOR US. THIS COULD CREATE A DANGEROUS SITUATION. ALSO, I'VE NOTICED THAT SINCE MANY OF US CARGO PILOTS FLY AS PASSENGERS ON ANOTHER AIRLINE WHEN DEADHEADING, WE ARE ALWAYS SCRUTINIZED BECAUSE WE HAVE ONE-WAY TICKETS. OTHER PASSSENGERS ARE ALLOWED TO GO THROUGH. THERE NEEDS TO BE MORE
THE STUDY NEEDS TO BE MORE COMPREHENSIVE WITH RESPECT TO THE NUMBER OF DAYS -SHOULD BE TWELVE MONTHS AND NOT SIXTY DAYS.
IT'S VERY GOOD!
I KNOW THAT AS SOON AS I HANG UP I WILL THINK OF SOME SAFETY CONCERNS. SO, I THINK YOU SHOULD FOLLOW UP THIS SURVEY BY SENDING INTERVIEWEES SOMETHING IN THE MAIL IN ORDER TO ALLOW ELABORATIONS OF OUR RESPONSES.
LAST 60 DAYS DOESN'T GIVE A LONGER PERIOD OF TIME TO DRAW FROM
I'M HAPPY THAT YOU ARE DOING THIS AND APPRECIATE BEING ASKED.

D5A
SHOULD BE A LOT OF THINGS TO BE DONE FATIGUE CIRCADIAN RHYTHM(BODY RHYTHM) NEED MORE REST FOR LONGER PERIOD AND ATC INADEQUTE AT AIRPORT THEY ARE TOO CONGESTED. THE ATC NOT UP TO DATE WITH COMPUTER NEED TO HIRE MORE COMPETANT PEOPLE.
TRAFFIC WATCH, CHANGING LANES TOO SOON.
WOULD LIKE TO RESPOND IN WRITING, A WRITTEN SURVEY WOULD BETTER AND WOULD ENHANCE IN SAFETY IF I WERE ABLE TO EXPOUND ON MY COMMENT A LITTLE MORE
TO LONG
RESPONDENT THOUGHT THAT 60 DAYS WAS TOO SHORT OF A TIME TO ASK ABOUT MOST OF THESE QUESTIONS. FELT 6 MONTHS WOULD HAVE BEEN A BETTER AMOUNT OF TIME.
THIS SURVEY IS VERY AMBIGUOUS AND TOO DETAILED ESPECIALLY FOR US WE FLY TO MUCH.
I DONT KNOW WHY THEY ARE ASKING THESE SERIOUS QUESTIONS. THEY SEEM TO BE EXTREMELY SERIOUS AND I HAVE ENTERED THESE SITUATIONS IN MANY YEARS IF EVER
IT IS VERY FRUSTRATING TO SEE THE FAA PROMOTE AVIATION AT THE EXPENSE OF SAFETY. ALL TOO OFTEN AS A CREW MEMBER THE SOLUTION TO A SAFETY PROBLEM OBVIOUSLY WILL COST MONEY AND WE SEE THIS AVOIDED AT THE EXPENSE OF SAFETY. PROFIT IS FIRST AND SAFETY IS SECOND.
IT WOULD BE BETTER IF THE SURVEY COULD BE DONE MORE ANONYMOUSLY. I HAVE TO TRUST YOU.
NARROW WINDOW OF 60 DAYS TO GET GOOD SURVEY
EXPAND TIME SPAN TO GET MORE USEFUL DATA
KEEP UP THE GOOD WORK
SHOULD ASK ABOUT RVSM WHEN IT BEGINS IN THE UNITED STATES
DO IT ONLINE
WE REALLY APPRECIATE THAT ALL NASA IS DOING FOR US. IT WOULD BE HELPFUL IF NASA COULD INVESTIGATE AIRPORT SECURITY AND ITS EFFECTIVENESS GIVING STATISTICAL DATA.
KEEP THE GOOD WORK UP
I WOULD LIKE TO BE ABLE TO DO IT ON THE INTERNET
RESPONDENT SAID INTERVIEW DID A GREAT JOB
LANGUAGE BARRIERS BETWEEN ATC STAFF AND INTERNATIONAL PILOTS, FAILURE TO SPEAK IN STANDARD COMMON LANGUAGE
EXPAND BEYOND 60 DAYS. SERIOUSNESS OF MANY OF THESE EVENTS WOULD MAKE TEM NOT BE FORGOTTEN
SURVEY COULD BE DONE OVER INTERNET AS WELL
PILOT FATIGUE; WOULD LIKE TO HAVE BEEN PREPARED AHEAD OF TIME FOR SURVEY TO LOOK FOR CERTAIN
GLAD THAT YOU ARE LOOKING INTO THIS
THE SURVEY SHOULD INCLUDE QUESTIONS ON DEICING OPERATIONS.
SATURATES THE RADIOS, WITH SATURATION OF TRAFFICE - ATC.
GOOD SURVEY
30 DAYS IS TOO NARROW A SCOPE
R DISAPPOINTED THAT NASA (FOR WHICH HE HAD A HIGH OPINION) WOULD CONDUCT SUCH AN INSIGNIFICANT SURVEY ON AIRLINE SAFETY AT THIS TIME WHICH REALLY DOES NOT ADDRESS THE MAIN SAFETY ISSUES - I.E. POOR MAINTENANCE OF AIRCRAFTS, PILOT FATIGUE, AIR TRAFFIC CONGESTION AND LIMITATIONS OF ATC. R FEELS STRONGLY THAT THERE IS SERIOUS NEED FOR FURTHER SURVEYS TO ADDRESS HOW AIRLINE MANAGEMENT AND THE FAA ARE HANDLING THESE EXPRESSED SAFTEY ISSUES.
ASK PILOTS IF A THREE MAN COCKPIT IS MORE EFFECTIVE THAN A TWO MAN COCK PIT
RESPONDENT SAID THAT INTENATIONAL FLIGHT PILIOTS SHOULLD HAVE A 6 MONTH SPAN BECAUSE THEY ONLY FLY 2 LEGS
VERY WELL CONDUCTED
YES GIVE OUT NASA TEE SHIRTS

D5A
IF ANY OF THE MENTIONED EVENTS HAD HAPPENED, [AN IMPENDING EVENT], I WOULD NOT BE ANSWERING YES ON ANY OF THE SURVEY QUESTIONS ANY WAY.
PILOTS NEEDS TO HAVE MORE COMMUCATIONS WITH EACH OTHER.
IT WOULD BE VERY HELPFUL TO HAVE A SYSTEM THAT MORE EFFICIENTLY AND ACCURATELY TRACKS CREW MEMEBERS GETTING ON AND OFF PLANES. WE'RE EXPERIENCING A GREAT DEAL OF REPETITIVE FRISKING AND IT WOULD BE MORE EFFECTIVE TO HAVE A BETTER SCREENING SYSTEM
RESPONDENT SAID WHEN SENDING THE NASA LETTER HAVE THEM GIVE THE TIMEFRAME SO THEY CAN BETTER REMEMBER THE SITUATIONS
THE ONLY COMENTS ARE THE ATC . PROBLEM IS WITH ATC AND THEIR FUNDING THEY NEED TO UPGRADE ALL THEIR RADARS AND THEIR OTHER EQUIPMENT BECAUSE ALL THE OTHER AIRCRAFTS THAT YOU HAVE FLOWN SURPASS THE TECHNOLOGY OF THE AIR TRAFFIC CONTROL SYSTEM. WE ALL HAVE DATA LINK , GPS, AND ON-BOARD COMPUTERS THAT COULD ALL BE INTERGRATED WITH AIR TRAFFIC CONTROL TO INCREASE EFFECIENCY ESPECIALLY DURING TIMES OF INCLIMENT WEATHER.
A QUESTION THAT SHOULD BE ASKED IS: DO YOU FEEL THAT COMPANY X PRESENTS THEIR INFORMATION WELL ENOUGH THAT THE PILOTS CAN UNDERSTAND THE CLIMB PERFORMANCE REQUIREMENTS ON THE INSTRUMENT DEPARTURE CHARTS?
GREAT SURVEY !
WOULD LIKE TO SEE NASA GET INVOLVED IN SAFETY ISSUES IN THE INTERNATIONAL AIRPORT ARENA PARTICULARLY, SO AS LANGUAGE AND SOME TERMINOLOGY USED ABROAD, ESPECIALLY IN PACIFIC AREA. TERMINOLOGY NOT EASILY UNDERSTOOD AND CREATE PROBLEMS FOR REACTING SPEEDILY OR IN A TIMELY FASHION TO INSTRUCTIONS FROM ATC.
90 DAYS ISN'T A BIG PERIOD TO COVER TO GET THE WHOLE PICTURE. IT SHOULD BE LONGER.
NON STANDARDIZATION IN THE FAA IS BECOMING A PROBLEM
ASK ABOUT WING TIP LIGHTS AND WING ILLUMINATION LIGHT LOOK LIKE TRAIL LIGHTS BECAUSE THEY ARE BOTH WHITE
NOT HAVE SO MANY GENERAL QUESTIONS, HOW MANY HAVE GONE OFF END OF RUNWAY? AIRPORT X ATC HAS LOCAL COMMERCIAL AIR TRAFFIC AND AIRPORT AND DEALS WITH US. CAN GO TO ANY HARDWARE STORE TO INSTALL A LOCK. TOO MUCH PAPERWORK AND ENGINEER DRAWINGS NEED TO BE DONE BEFORE A LOCK WILL GET ON THERE. OR PUT KEVLAR PADDING ON DOOR WOULD KEEP BULLETS, ETC. OUT.
LENGTHEN TIMEFRAME FROM 60 DAYS TO 6 MONTHS
YOU SHOULD ASK WHICH PARTICULAR AIRPORTS PILOTS FIND ARE PRONE TO RUNWAY INCURSIONS.
I THINK THAT AFTER 10 YEARS OF DOMESTIC FLYING THE ONES THAT CONSISTENTLY PUSH THE ENVELOPE, IS AIRPORT X. THEY ARE MAXIMIZING THE CAPABILITIES OF THEIR ATC SYSTEM TO THE POINT WHERE THEY COMPROMISE SAFETY. TAKE OFFS AND LANDINGS ARE SO CLOSE THAT IT DOES NOT ALLOW FOR A REJECTED TAKEOFF, THEIR SPACING IS DANGEROUS BECAUSE IT IS TOO CLOSE. THE REASON WHY THEY DO THIS IS BECAUSE THEY ARE SEQUENCING THROUGHOUT THE DAY THE MILITARY AIRCRAFT THAT GO OUT OF THERE AND THEY ARE USE TO THIS KIND OF TIMELY EXECUTION.
WE WANT OUR JUMP SEATS BACK.
R SAID "YOU GUYS ARE DOING A GREAT SERVICE OUT THERE, I APPRECIATE IT"
HES NOT GETTING ASKED THE RIGHT QUESTIONS
THINKS IT IS AN EXCELLENT SURVEY.
30-DAY STUDY PERIOD IS TOO NARROW. INCIDENTS WITHIN THIS TIME FRAME ARE REALLY RARE IN SUCH A SHORT TIME PERIOD.
CAN WE GET THE RESULTS OF THE STUDY ON THE INTERNET?
WE ARE VERY PERSISTENT
PROVIDE QUESTIONS IN ADVANCE SO PILOT CAN MAKE NOTE OF SAFETY RELATED EVENTS

D5A
TOO MUCH DUPLICATION OF EFFORT
HAVE THE SURVERY GO 6MOS - 12MOS ATLEAST 60 DAYS IS NOT ENOUGH TIME
IS A LITTLE UNREALISTIC PERIOD OF RECALL, THIS IS A LITTLE OVERSIMPLIFIED TO ASK YES OR NO
R COMMENTED THAT IF THERE ARE PILOTS ANSWERING IN THE AFFIRMATIVE TO MOST OF THESE QUESTIONS THAT THERE WOULD BE NEED FOR GREAT CONCERN. FEELS NASA SHOULD BE LOOKING AT OTHER ISSUES AS THOSE COVERED ARE ADEQUATELY ADDRESSED AND THERE ARE INTERNAL MECHANISMS TO ROUTINELY REPORT ODDITIES/UNSUAL HAPPENINGS RELATIVE TO THE QUESTIONS IN THIS SURVEY.
I'M SO GLAD THAT YOU ARE DOING THIS STUDY!
SURVEY VERY NICE AND PLEASANT TO DEAL WITH
ANOTHER SAFETY SUGGESTION IS THAT ALL [AIRCRAFT TYPE X] SHOULD HAVE SMOKE DETECTORS IN THE CARGO HOLD
ASK IF THERE WERE ANY PERSONALITY CONFLICTS ON FLIGHT OR IF YOU WERE TIRED ON THE FLIGHT AND NEEDED TO REST YOUR EYES FOR 20 MINUTES OR SO
WHEN HAVE READ BACK WHEN CHANGE IS GIVEN AND COME BACK WITH A CHANGE . SHOULD VERIFY FIRST AND THEN GIVE ANY CHANGE. FREQUENCY CONGESTION IS A PROBLEM MORE AND MORE. SHOULD HAVE A STANDARDIZATION WHEN TAKING OFF AND HAVE ALL LIGHTS ON AND SHOULD NOT DO THAT TILL YOU ARE CLEARED FOR TAKE OFF. OR USE LIGHTS WHEN CROSS RUNWAY.
SHORTEN SURVEY BY ASKING IF THEY HAVE HAD ANY PROBLEMS IF SO THEN GO FURTHER
SHOULD ELIMINATE THE REPETITION OF THE TIME PERIOD PROMPT
R SAYS THE SURVEY IS INAPPROPRIATE FOR LIGHT COMMERCIAL AIRCRAFTS LIKE HIS; THEREFORE, BELIEVES THERE IS NEED FOR SURVEY OF AIRCRAFTS IN THIS CATEGORY SINCE THEY DO USE THE AIRSPACE AND ACCOUNT FOR A SIGNIFICANT PROPORTION OF AIRPORT USAGE.
TRY INTERNET TO DO THIS ANONYMOUSLY
FEELS THAT THERE SHOULD BE MORE OPPORTUNITIES AND FORUM FOR PILOTS FROM VARIOUS COMPANIES AS AN INDUSTRY TO PARTICIPATE IN SUCH SURVEYS AND SHARE IDEAS OR DISCUSS COMMON ISSUES AND
OVERCROWDED AIRWAYS SHOULD BE ADDRESSED, ATC HAS NOT KEPT UP WITH INCREASE IN TRAFFIC
COULD DO A CRM SURVEY TO DETERMINE THE ATTITUDE IN THE COCKPIT ON HOW CREW MEMBERS WORK TOGETHER.
GREAT SURVEY
COULD BE DONE ON THE INTERNET
CONCERN ABOUT FAA & EXPLORING DIFFERENT VENUES TO EXPRESS SAFETY CONCERNS -WILL THIS GIVE OPORTUNITY TO DISCIPLINE?
PUT SOME OF THE QUESTIONS IN THE LETTER SO THAT THE ANSWERS CAN BE MORE CORRECT SOME QUESTIONS REDUNDANT
60 DAY PERIOD RESTRICTS THE BREADTH OF MY RESPONSES.
QUESTIONS TOO SPECIFIC, SHOULD BE ASKED IN A MORE GENERAL CONTEXT
YOU DO A GOOD JOB, THAT IS A LOT OF READING!
I'D LIKE TO ADD THAT IT WOULD GREATLY ELIMINATE A PILOT'S CONFUSION ABOUT WHETHER TO FOLLOW THE GROUND OR TOWER CONTROLLER BY STNADARDIZING THAT ALL PLANES USE THE TOWER CONTROL ONCE THEY LEAVE THE RUNWAY
GOOD SURVEY
RESPONDENT SAID DON'T ASK SO MANY YES OR NO ANSWERED QUESTIONS, SO THEY CAN GIVE MORE INPUT
MAKE THE SURVEY COVER MORE THAN 60 DAYS
I FLY AT NIGHT WHEN IT IS SLOW
PRETTY THOROUGH
CALL ME ANYTIME

D5A
SHOULD NOT STATE AS A CREW MEMBER SO MANY TIMES DURING THE SURVEY BECAUSE IT STATES THAT AT THE BEGINING OF THE SURVEY.
HIRE MORE ATC BECAUSE OF HIGH CONGESTION THEY ARE MAKING MISTAKES DUE TO VOLUME
PRETTY THOROUGH INTERVIEW
PILOT FATIGUE WOULD BE A GOOD QUESTION TO ASK
RESPONDENT SAID ASK QUESTIONS ABOUT SECURITY
EXPAND THE 60 DAY RECALL PERIOD TO OVER 5 YEARS
HAPPY IT IS BEING DONE
'M GLAD THAT SOMEONE IS FINALLY ASKING PILOTS' OPINIONS ABOUT THESE THINGS. IT WOULD ALSO BE INTERESTING TO FIND OUT HOW MANY PILOTS ARE TRAINED IN THE PHYSICS OF AVIATION.
TO START THE SURVEY (DID ANYTHING AT ALL UNUSAL HAPPEN TO YOU WITHIN THE 30 DAY PERIOD) TOO MANY NO ANSWERS TO SIT ON THE PHONE WHEN NO EVENTS HAPPENED
HOW IS IT GOING TO BE USED?
SURVEY COVERED VERY IMPORTANT THINGS THOROUGHLY
WOULD LIKE FOR THE QUESTIONS NOT TO BE SO RESTRICTIVE. WOULD LIKE TO BE ABLE TO TELL US ABOUT OTHER EVENTS THAT HAVE OCCURED OUTSIDE THE PARAMETERS OF THIS SURVEY.
RIDICULOUS TO HAVE NAVAIDS FOR ILS APPROACHES THAT HAVE NO DME
A LOT OF MY ANSWERS WOULD HAVE BEEN "YES" IF YOU'D ASKED ABOUT A DIFFERENT TIMES PERIOD (3 OR 6) MONTHS.
AIR MARSHAL PROGRAM IS A HUGH WASTE OF MONEY. COULD BE BETTER USE - TO IMPROVE SCREENING AT AIRPORT & AROUND THE PERIMETERS. RAMP HANDLERS & FUELERS ARE NOT SCREENED. THEY NEED TIGHTER SECURITY.REGARDING THIS.
VERY GOOD SURVEY .WE SHOULD BE DOING IT MORE OFTEN
I THINK THAT IT IS RATHER THOROUGH.
AIRPORT X IS AN ACCIDENT WAITING TO HAPPEN BECAUSE OF THE AIRPORT X; I THINK IT'S THE MOST UNSAFE AIRPORT IN THE COUNTRY. ALSO, HIGH ALTITUDE SPACE IS GETTING VERY CROWDED BECAUSE OF THE NUMBER OF AIRCRAFT TYPE X.
STATISTICALLY SELDOM DO THESE THINGS HAPPEN --STATISTICALLY SMALL
THERE NEEDS TO BE A STUDY OF ATC PROCEDURES, WHICH ARE NOT APPICABLE FOR 2002 TECHNOLOGY. I'M PARTICULARLY CONCERNED ABOUT PROCEDURES REGARDING TAKING OFF BEHIND THE WAKE TURBULENCE OF LARGE AIRCRAFT AND HAZARDOUS WEATHER SITUATIONS. THESE PROCEDURES NEED TO BE SCRUTINIZED AND UPDATED TO BETTER ENSURE SAFETY FOR EVERYONE IN THE AIR.
IF I HAD DONE SOME OF THESE I WOULDN'T BE FLYING. I THINK YOU SHOULD ASK MORE OPEN-ENDED QUESTIONS RATHER MULTIPLE CHOICE QUESTIONS. ASK THE PILOT TO RATE THE IMPORTANT ISSUES...HAVE AN INTERNET SITE TO CONDUCT A SURVEY.
SEE COMMENTS AT END OF STUDY
SWITCHING THE STUDY TO THE INTERNET WOULD BE FINE
SURVEY NEEDS TO EXPAND BEYOND THE LAST 60 DAYS TO GET A BETTER VIEW
LOVE THE NASA REPORT SYSTEM
THE MAJORITY OF THESE QUESTIONS ARE REQUIRED BY THE APPROPRIATE AUTHROITIES AND THIS HAS TO BE AVAILABLE TO NASA.
I WOULD SAY THAT ASKING ME TO GO BACK ONLY 60 DAYS WOULD NOT SUFFICE TO HAVE A CLEAR PICTURE; IF YOU'D GO BACK IN THE PAST YEAR, I WOULD HAVE HAD MORE TO REPORT. I THINK THAT CONTROLLERS BOTH HERE AND OVERSEAS WILL KEEP YOU AT A CERTAIHN ALTITUDE AND ALL OF A SUDDEN GIVE AN APPROACH SPEED AND DON'T REALIZE THAT IT'S VERY DIFFICULT TO SLOW DOWN A PLANE THE SIZE OF AIRCRAFT X AND
IF THE SURVEY COVERED A YEAR OR MORE THE QUESTIONS WOULD HAVE MORE ANSWERS.

D5A
FEELS SITUATION OF SPACING OF AIRCRAFTS FOR LANDING WHILE OTHERS CROSSING OR LANDING ON SAME RUNWAY IS CRITICAL. THEREFORE, QUESTIONS REGARDING THIS SHOULD BE MORE FOCUSED ON DANGERS INVOLVED.
OUR AVIATION SYSTEM IS NOT DESIGNED TO HANDLE THE NUMBER OF FLIGHTS WE'RE OPERATING.
1
ALLOW US TO RESPOND TO SOME OF THE QUESSTIONS A LITTLE MORE IN DEPTH.
YOU DIDN'T ASK ANYTHING ABOUT THE PROCEDURES WE USE REGARDING OUR ARRIVALS, PARTICULARLY AT AIRPORT X; CONGESTED TERMINAL PROCEDURES. A LOT OF STUFF ON ARRIVAL AND DEPARTURE.
KEEP UP THE GOOD WORK
MIGHT BE A LITTLE SHALLOW, JUST LOOKING AT ROUTINE THINGS THAT ARE NORMALLY HANDLED VERY
OVERALL;COVERED ALOT OF AREAS;
IF THE QUESTION WAS FOR MORE THAN 60 DAYS THE ANSWERS WOULD HAVE BEEN DIFFERENT.
SWITCHING TO THE INTERNET WOULD BE A GOOD IDEA FOR THIS SURVEY
SURVEY VERY COMPHREHENSIVE!
EXCELLENT QUESTIONS
IF WE WERE TO EXPAND THE TIME FRAME FROM 90 DAYS TO AT LEAST A YEAR, WE WOULD FIND THAT OUR ANSWERS WOULD BE VERY DIFFERENT.
PRETTY GOOD SURVEY, SHULD BE LONGER THAN THE LAST 60DAYS
THIS CURRENT SURVEY IS FAIRLY ACCURATE WITH REGARD TO ARRIVAL AND DEPARTURE DUE TO ATC TO SQUEEZE MORE PLANES IN AND OPENS MORE OPPORTUNITIES FOR MORE ERRORS.
I AM GLAD THAT THIS IS BEING DONE.
A LOT OF ISSUES AMONG FLIGHT CREWS THAT ARE NOT BEING ADDRESSED BY AIRLINES. FEDERAL GOVERMENT WILL HAVE TO MANDATE FOR MORE SECURITY. EVERYTHING IS DRIVEN BY ECONOMICS. RELATIONSHIP OF SAFETY TO ECONOMICS. NEED MORE QUESTIONS ON FATIGUE.
I THINK IT'S A GOOD THING--ATC REALLY NEEDS TO KNOW THESE THINGS.
RESPONDENT SAID NASA STUDIES SHOULD BE INCORPORATED INTO THE AIRLINE PHILOSOPHY.
THE 60 DAYS PERIOD IS RELATIVELY SHORT.
NOT SURVEY PER SE, I WOULD LIKE TO SUGGEST BEING ABLE TO FILE NASA SAFETY REPORTS VIA INTERNET
I THOUGHT IT WAS VERY GENERAL AS FAR AS DETERMINING THE BASIS ON CERTAIN EVENTS--IN REFERENCE TO AN AIRSPEED CHANCE ON AN APPROACH.
R SAID HAVE THE SURVEY ON THE INTERNET BECAUSE IF ON A LAYOVER R HAS PLENTY OF TIME TO DO SURVEY
NEED TO DEVELOP A SYSTEM WHERE A PILOT PUSHES 1 BUTTON TO PUT PLANE ON AUTOMATIC PILOT AND THEN PLANE CAN ONLY BE CONTROLLED BY PEOPLE ON THE GROUND. DON'T NEED GUNS OR MONEY FOR SPECIAL
R FELT THAT LOOKING AT 60 DAYS ISN'T GIVING A CLEAR ENOUGH PICTURE OF THE SAFETY IN THE AVIATION
ASK ABOUT AIRSPEED DEVIATIONS
AM I GOING TO BE CALLED AGAIN?
APPRECIATED THE CONSIDERATION FOR HIS TIME
VERY GOOD SURVEY
BECAUSE OF DOORS -- ON SOME 3 OR MORE HOUR FLIGHTS, WE HAVE TO GO TO BATHROOM. IT IS A HASSLE TO LEAVE COCKPIT AND USE RESTROOM. CAN YOU HELP US OUT?
THIS SHOULD NOT BE AN INDICATION THAT AIR TRAVEL IS SAFE, THERE ARE PROBLEMS
HOPES YOU USE THIS TO LISTEN TO WHAT THEY HAVE TO SAY.
LEERY OF PARTICIPATING-CONFIDENTIALITY ISSUE, ESP. NOW W/ UNION NEGOTIATIONS-SD HE DID RESPOND HONESTLY
MORE QUESTIONS SHOULD BE ASKED ABOUT CREW FATIGUE AND ADEQUATE CREW REST.
60 DAYS RECALL IS TOO BRIEF

D5A
MORE ELABORATION ON THE YES OR NO TYPE QUESTIONS. THEY MIGHT BE A LITTLE AMBIGUOUS IF NOT ELABORATED ON.
IT APPEARS THAT MY COMPANY HAS FOUND A WAY TO CIRCUMVENT THE NEW GUIDELINE FOR CREW REST REQUIREMENTS. THEY HAVE SOME AGREEMENT WITH [PERSON X] WHO WORKS WITH THE COMPANY WHERE THEY ARE ALLOWED TO GIVE SHORT TERM REST IN THE MIDDLE OF DUTY TIME TO EXTEND THE LENGTH OF DUTY TIME. ALSO THERE IS NOT ENOUGH SCREENING EQUIPMENT TO EXAMINE THE LUGGAGE IN DEPTH. THE EQUIPMENT DOES EXIST BUT THE AIRPORTS DO NOT WANT TO INCUR THE EXPENSE. SHE FEELS THAT THE EQUIPMENT SHOULD BE MANDATORY. THEY USE IT IN [LOCATION X] AND IT IS MORE EFFECTIVE THAN WHAT WE
THIRTY DAY PERIOD IS A GOOD TIME.
THE QUESTION ON UNDESIRABLY HIGH ALTITUDE OR AIRSPEED ON APPROACH -- DIFFERENT PILOTS HAVE DIFFERENT LEVELS OF UNDESIRABLES AND WHAT MAY BE COMFORTABLE TO ONE PERSON MAY NOT BE COMFORTABLE TO ANOTHER PERSON. TYPICALLY, [LOCATION X] APPROACH ASSIGNS AIRSPEED AND/OR ALTITUDES TO MAINTAIN BUT FAILS TO GIVE THE AIRCRAFT A CLEARANCE TO RESUME NORMAL APPROACH
DO YOU FEEL AVIATION IS SAFE? ASK THE PILOTS THIS QUESTION.
LOOK AT CHANGING STALL SPIN TRAINING AND RECOVERY. SHOULD BE REQUIRED TRAINING
NEED MORE ROOM FOR COMMENTS BY PILOT
THE SURVEY SHOULD COVER MORE YHAN 60 DAYS.THERE WILL BE MORE INPUT IF YOU DO IT FOR 2, 3, OR 5
IT WOULD BE NICE IF IT COULD BE DONE BY THEM OVER THE INTERNET.
SHOULD MOVE TO COMPUTER SYSTEM REPORTING
I CONTINUE TO BE CONCERNED THAT WE HAVE AIRPLANE ACCIDENTS. THAT BECAUSE OF THE LAWSUIT NATURE OF ACCIDENTS , IT DOESN'T SEEM THAT ANYONE CAN PUBLISH ANYTHING THEY KNOW ABOUT ACCIDENTS IN A TIMELY MANNER. EXAMPLE - THE AIR CARRIER X CRASH HAS FINALLY COME TO A CONCLUSION. THERE ARE CERTAIN FINDINGS THAT HAPPENED ALONG THE WAY THAT WERE NOT PUBLISHED IN A TIMELY WAY. IT WOULD BE NICE TO FIND A WAY TO PUBLISH THIS INFORMATION IN A MORE TIMELY MANNER AS OPPOSED TO HAVING IT BE ANCIENT HISTORY BY THE TIME WE ARE MADE AWARE OF IT.
ASK QUESTIONS ABOUT TOWER AND GROUND FREQUENCIES RUNNING TOGETHER, BECAUSE THAT'S A SAFETY HAZARD.
SPACE BE ALLOWED FOR PILOTS REMARKS REGARDING SAFETY
I'M EXTREMELY CONCERNED ABOUT THE ANTIQUATED AIR TRAFFIC SYSTEM--ONCE WE GET BACK TO THE SAME TRAFFIC, IT IS A SAFETY ISSUE; THE TRACKING SYSTEM IS ANTIQUATED AND HAS TO BE BROUGHT UP TO THE 21ST CENTURY.
PILOT TRAINING IS MOSTLY FILLING IN BOXES INSTEAD OF PRACTICING ENGINE PROCEDURES UPSET RECOVERY,GO AROUND PROCEDURES,ETC
SHOULD AUTOMATE THE SURVEY ON THE INTERNET
PILOT FLIES CORPORATE JETS. HE HAS NO REVENUE PASSENGERS. PLEASE INTERPRET ANSWERS ACCORDINGLY.
ONLY THAT YOU MUST INCLUDE QUESTIONS ABOUT AIRPORT SECURITY.
WOULDN'T MIND SEEING THE SURVEY MORE OFTEN
GOOD SURVEY
YOU DIDN'T ASK A QUESTION ABOUT POSSIBLE GROUND CONFLICT ON A LANDING WE WERE TOLD TO GO AROUND BECAUSE THE TOWER WAS CONCERNED THAT HE WAS ENCROACHING ON OUR RUNWAY--WE COULD SEE WHERE HE WAS BUT THE CONTROLLER MADE US GO AROUND ANYWAY.
R WANTED TO STRESS THAT FMC IF APPROACH WOULD LEAVE US ALONE AND NOT BE CHANGING THINGS 3 OR MORE TIMES ONCE GIVEN A CLEARANCE IT WOULD MAKE R'S JOB A WHOLE LOT EASIER AND SAFER.
SECURITY STUFF IS DIFFICULT TO UPHOLD IN THE LONG RUN
I AM GLAD THAT YOU ARE DOING THIS SURVEY.

D5A
RESPONDENT FELT THAT THERE IS NEED FOR TIME SYNCHRONIZATION WITH WEATHER CONDITIONS (E.G., QUESTONS ABOUT AIRFRAME ICING MORE SUITED TO WINTER CONDITIONS, WHILE THUNDERSTORMS ARE OF CONCERN DURING THIS TIME AND NEXT COUPLE OF MONTHS). WITH THIS A BETTER DERTERMINATION CAN BE
VERY POINTED
SHOULD INCREASE TIME --SHOULD BE LAST 1 YEAR
VERY PROFESSIONAL INTERVIEW. WELL DONE.
ANSWERS MAY DIFFER IF PERIOD OF INTERESTED WAS LONGER, E.G.180 DAYS.
I FEEL THE WINDOW IS TOO NARROW (60 DAYS). MANY OF QUESTIONS I ASKED HIM HE COULD ANSWER DIFFERENTLY IF IT WOULD BE LONGER THAN 60 DAYS. COULD GIVE FALSE IMPRESSION OF SAFETY. IT SHOULD BE AT LEAST A YEAR. IF THESE THINGS HAPPENED YOU WOULD REMEMBER.
TIME SPAN TOO SHORT
ASK CAREER-WISE RATHER THAN LAST 90 DAYS, YOU'LL GET A LOT MORE OF BETTER DATA TO WORK WITH
GIVE HIM A SURVEY ON AIRPLANE SECURITY. HE'LL LET YOU HAVE IT.
THESE X-RAY PEOPLE ARE UNBELIEVABLE. I CAN'T GET THROUGH SECURITY WITH A SCREW DRIVER TO TIGHTEN MY GLASSES UP. I AM THE GUY THAT FLIES THE PLANE. THE CREW MEMBERS NEED CERTAIN TOOLS, WE ARE NOT ALLOWED TO HAVE THEM. I HAVE A PHOTO ID, I HAVE TO TAKE OFF MY SHOES AND I AM A CREW MEMBER. IN UNIFORM WITH MY BADGE, I HAVE TO TAKE MY BELT OFF.
IT'S ACTUALLY BEEN QUITE ENJOYABLE!
SYSTEM X ON BOARD WAS VERY HELPFUL
DO NOT CALL ME AGAIN FOR THIS SURVEY
FROM MY PERSPECTIVE AS A PILOT, WILL I BE ABLE TO SEE ANY OF THESE RESULTS?
WHEN PROVIDING A HEADING AND AN ALTITUDE CLEARANCE, THERE SHOULD BE A PHRASE IN SUCH A WAY THAT THE ALTITUDE CANNOT BE CONFUSED WITH THE HEADING. THE CONFUSSION NORMALLY OCCURS WHILE WE ARE COMPLETING MULTIPLE TASK (THE AIR TRAFFIC CONTROLLER MIGHT NOT KNOW THIS). SO WE CANNOT REMEMBER WHETHER OR NOT IT WAS HEADING 5,000 FT, ALTITUDE 6,000FT OR WAS IT HEADING 6,000 AND ALTTUDE 5,000. THIS IS ALSO, A PILOT TO PILOT LOOP COMMUNICATIONS PROBLEM.
SOME OF THESE ARE NORMAL CIRCUMSTANCES BUT DID NOT HAPPEN WITHIN THE PAST 30 DAYS
I THINK DOING THIS ON INTERNET BECAUSE I COULD USE MY LOG BOOK--COULD RESEARCH ANSWERS TO QUESTIONS AND BE MORE ACCURATE
VERY GOOD SURVEY
IT'S A REAL CIRCUS GOING INTO AIRPORT X AND AIRPORT X.
YOU COVERED EVERYTHING....IT'S A GOOD SURVEY.
LACK OF AIR TRAFFIC CONTROLLERS IN TRAINING -- THERE IS A SHORTAGE.
T-CAS NEEDS TO BE PUSHED UP TLO LESS THEN TWO YEARS
ASK LAHSO QUESTIONS
MY FLYING IS LONG AND FEW LANDINGS. I'M NOT EXPOSED TO THE RISKS AND PROBLEMS EXPERIENCED BY DOMESTIC PILOTS. I HAVE 6 OR 7 HOURS TO PLAN FOR THAT ONE LANDING.
BECAUSE OF LOADING PRESSURES, PAPERWORK MAY BE GUN DECKED
IT WOULD NICE IF YOU COULD E-MAIL THE SURVEY
NEED TO CHANGE THE QUESTIONS ABOUT FREQUENCY CHANGES
UTILIZING THE INTERNET MAY BE A GOOD IDEA OR, PERHAPS, A DIRECT MAILING OF THE SURVEY.
THIS SURVEY IS PLAIN VANILLA.
SURVEY SHOULD BE DONE TWICE A YEAR. ONCE IN THE SUMMER, AND ONCE IN THE WINTER. ANOTHER QUESTION SHOULD BE ADDED TO THE SURVEY, SUCH AS "WHEN WAS THE LAST TIME IN 60 DAYS, YOU ACCEPTED CLEARANCE THAT WAS MEANT FOR ANOTHER AIRCRAFT?"
THE LAST 90 DAYS SHOULD BE TAKEN (SHOULD COVER A WHOLE YEAR OR SIX MONTHS)

D5A
QUESTIONS IN SOME PARTS SHOULD BE ASKED, AND IF THE ANWSER IS NO, THAN DON'T ASK ANY QUESTIONS ABOUT IT (I.E. TURBULANCE - IF I HAVEN'T HAD ANY WHY DOES THE SURVEY HAVE TO CONTINUE ON WITH THESE QUESTIONS).
WAS VERY GOOD. I WILL TRY TO HELP ON THIS TYPE OF SURVEY
GO FOR IT! DO SOMETHING WITH THESE SURVEYS!
R THOUGHT IT WAS WORTHWHILE.
I THINK THEY'RE EXCELLENT QUESTIONS AND SHOULD BE USED FOR ALL THE AIRLINES FOR PEOPLE WHO COME ON A RECURRENT BASIS. IT WOULD BE AN EXCELLENT EXIT SURVEY THAT PEOPLE COULD BE ENCOURAGED TO TURN IN ANONYMOUSLY.
RESPONDENT BELIEVES THAT THE TSA SPENDS TOO MUCH TIME CHECKING CREW-MEMBERS INSTEAD OF CONCENTRATING ON OTHERS (EG. PASSENGERS, MAINTENANCE AND CLEANING CREWS, ECT.) WITHIN THE AIRPORT TERMINAL WHO SHOULD BE CHECKED MORE CLOSELY
THE WAY THINGS ARE NOW THE ENFORCEMENT ACTION THAT THE FAA HANDS DOWN ARE AIMED AT INDIVIDUAL PILOT AND NO AT THE COMPANIES WHO OFTEN ARE COERCING THE PILOTS TO DO THIS; OFTEN THE COMPANIES GO UNPUNISHED WHILE THE PILOT RECEIVES A SUSPENSION FOR 180 DAYS. THIS SHOULD BE OBVIOUS TO THE FAA-- THE REAL CULPRITS GO UNPUNISHED. IF THE FAA WANTS TO MAKE A SERIOUS IMPACT ON SAFETY THEY HAVE TO FLIP THAT 180 DEGREES.
30 DAY RESTRICTION IS TOO SHORT A TIME TO GET GOOD DATA FOR SURVEY
BECAUSE HE FLYS TO LOCATION X A LOT, HE SAID A BIG PROBLEM FOR HIM IS LANGUAGE CAPABILITY AND POOR ATC EQUIPMENT ON THE GROUND NOT IN THE PLANE.
WOULD LIKE NASA SHORT/LONG-TERM RESPONSES TO RECOMMENDATION FOR REGIONAL JETS CONSIDERING CURRENT AIRSPACE AND AIR TRAFFIC CONGESTION
SCHEDULING ISSUE: IN TRAIL SPACING ON ROUTE FROM ONE CITY TO THE NEXT. (CONGESTION)
I AM LOOKING FOR RESPONSIBILTY AFTER AN ERROR HAS BEEN MADE BY ATC AND SOME TYPE OF REPORT THAT WOULD COME BACK TO THE PILOT.
IT'S GETTING MIGHTY CROWDED OUT THERE!
LIKE TO KNOW THE RESULTS
I THINK THE SURVEY IS GREAT AND NASA IS DOING A GREAT JOB KEEPING UP WITH EVERYTHING.
SURVEY SHOULD CONSIDER LAST 90 DAY INSTEAD OF 60 DAYS.
SOME INTERNATIONAL FLIGHT AND AIRPORT QUESTIONS SHOULD BE INCLUDED IN THIS SURVEY.
COULD BE MORE EFFICIENTLY DONE ONLINE
ALSO INCLUDE FATIGUE/CREW REST FACTOR AS AN ISSUE THAT MAY IMPACT SAFETY. FATIGUE INCREASED A LOT IN LAST 2 YEARS; INCLUDES DRIVING TO AND FROM WORK.
NO NEED FOR REPEATED EMPHASIS OF THE TIME PERIOD
MORE NASA SURVEYS ARE NEEDED
MAYBE IT SHOULD GO FARTHER THEN THE LAST 60 DAYS. A LOT OF THE STUFF HAPPENED BUT DURING THE LAST 60 DAYS. SOME OF THE THINGS ARE IMPORTANT BUT IT DID NOT HAPPEN IN THE LAST 60 DAYS, MORE IN 120
QUESATIONS PUSH BACK SAFETY ISSUES -ARE PROCEDURES BEING FOLLOWED
EXPAND 60 DAY WINDOW
ON FREQUENCY CONGESTION IN TERMINAL AREAS, WHEN WE FLY WE ARE NIGHT CARGO. THE CONTROLLER IS MONITORING MORE THAN ONE FREQUENCY WHEN WE FLY AND YOU CANNOT HEAR WHO HE IS TALKING TO, BUT YOU CAN HEAR HIM TALKING AND THIS CAUSES CONFUSION. I DON'T KNOW WHAT CAN BE DONE ABOUT
SOME AIRLINES DO A BETTER JOB OF TAXIING ON THE GROUND AND ACCEPTING ATC CLEARANCES. AIR CARRIER X TAXIES VERY AGGRESSIVELY.
YOU COULD DO THIS OVER THE INTERNET

D5A
FAA IS TOTALLY INADEQUATE. POORLY TRAINED, BECAUSE THE FAA IS A CABIN APPOINT POSITION FOR POLITICIANS. THE FAA IS TO POLITICAL. DO NOT KNOW ENOUGH ABOUT AIRPLANES TO BE QUALIFIED TO DO
WAS CONCERNED ABOUT THE TIME FRAME. DIDN'T FEEL 30 DAYS WAS ENOUGH TIME.
INTERNATIONAL TAXI SIGNAGE NEEDS TO BE STANDARDIZED
RECEIVING THE LETTER PRIOR TO THIS INTERVIEW WAS IMPORTANT. OTHERWISE, I WOULD NOT HAVE TALKED TO YOU.
THIS SURVEY IS LOOKING AT EXTREME OR EMERGENCY SITUATIONS AND 60 DAYS IS NOT ENOUGH TIME. SHOULD BE ABOUT 6 MONTHS AT LEAST.
I'M SURPRISED THAT YOU DID NOT ASK WHETHER OR NOT I HAD FILED A NASA REPORT IN THE LAST 90 DAYS.
IT'S GOOD IDEAS...KEEPING A PULSE ON WHAT 'S GOING ON...TAKE SNAPSHOTS AND TO IMPROVE THE SYTEM.
INFORMATION SHOULD DEFINITELY INCLUDE INTERNATIONAL CATEGORIES
I DID NOT FLY A LOT IN LAST 60 DAYS, I WOULD HAVE PREFERRED A BETTER IDEA OF THE QUESTIONS IN
I AM AN EXPERIENCED CAPTAIN. I AM A PROPONENT OF AGE 60 RETIREMENT. [REDACTED BECAUSE OF POSSIBLE IMPLICIT IDENTIFICATION]
FEELS 60 DAY TIMEFRAME IS TOO NARROW AND DOESN'T REALLY REFLECT TRUE SITUATION. FOR EXAMPLE, HE HAS EXPERIENCED QUITE A FEW SAFETY HARZARDS AS MENTIONED IN THE SURVEY, BUT NOT DURING THE LAST
VERY WELL WORDED AND DONE
60 DAYS LIMITS THE ANSWERS TO THE QUESTIONS BECAUSE A MAJOR AIRLINE PILOT ONLY FLIES 15 DAYS A
PILOTS SHOULD EXPRESS WHAT HAPPENED INSTEAD OF LIMITING THE QUESTIONS
SURVEY WAS A WASTE OF PILOT TIME PER PILOT
THAT MORE AIRLINE PILOTS SHOULD CARRY GUNS/WEAPONS TO COMBAT TERRORISTS
I DON'T THINK I HELPED TOO MUCH BECAUSE OF THE LACK OF HOURS AND THE TIMEFRAME. ALSO I FLY MOSTLY INTERNATIONAL RATHER THAN NATIONAL
R MADE A COMMENT ABOUT THE AMOUNT OF TIME (30 DAYS) BECAUSE HE SAID SOME OF THE THINGS WE ASKED ABOUT DID HAPPEN BUT NOT IN THE TIME PERIOD WE WERE ASKING ABOUT.
AIRPORT X AIRPORT IS VERY DANGEROUS
GOOD IDEA
THIS SURVEY COULD HAVE BEEN SENT THROUGH THE MAIL AND BEEN LESS TIME CONSUMING.
IT WAS A VERY GOOD SURVEY
GOOD TO SEE PEOPLE WORKING ON THESE ISSUES. HOPE SOME BENEFIT WILL COME FROM IT.
OVERALL SYSTEM WORKS WELL BUT ATC IN THE 60'S IN TECHNOLOGY. OUR PLANE HAS UPDATED TECHNOLOGY BUT ATC STILL BACK IN TIME. CRISIS MANAGEMENT RATHER THAN CONTROLL.
GOOD THING, GREAT SAFETY NET FOR PROFESSIONAL PILOTS
GOOD SURVEY
NEED TO BROADEN SURVEY TO 1 YR INSTEAD OF 60 DAYS.
RESPONDENT SAID TO CALL AGAIN
SOME OF THE ANSWERS ARE NOT YES OR NO. SOME ARE GIVEN AS SOMETIME ANSWERS.
IT WOULD BE HELPFUL TO HAVE QUESTIONS PRIOR TO INTERVIEW
90 DAYS IS TOO SHORT FOR A RECALL PERIOD FOR THIS STUDY
ARE LIGHTENING STRIKES SIGNIFICANT?
THERE SHOULD BE MORE QUESTIONS ASKED ABOUT ATC
QUESTIONS NEED TO RELATE TO LONGER PERIOD OF TIME --SIX MONTHS OR MORE WOULD GIVEN MORE ACTION IN RESPONSES.
COULD DO INTERNET SURVEYS
RESPONDENT FLYS A AIRCRAFT X. MAINTAINING SPEED CAN BE HARD WITH SUCH A BIG PLANE
NOT ENOUGH QUESTIONS REGARDING ATC, DELAYS DUE TO ATC

D5A
TENDED TO WORK TO EXTREME, SMALL NUMBER OF PILOTS HAVE ACTUALLY EXPERIENCED
COULD BE IMPROVED - MADE LESS MONOTONOUS- BY ELIMINATING REPETITIVE PHRASES ; "HOW MANY TIMES IN THE LAST 60 DAYS... AIRCRAFT ON WHICH YOU WERE A CREW MEMBER"
HAVE A GREATER TIME WINDOW THAN 30 DAYS.
60 DAYS IS A VERY SMALL WINDOW SHOULD ENCOMPASS AT LEAST A YEAR
FOR ME I DONT KNOW HOW RELIVANT MY ANSWERS WILL BE. I THINK THERE SHOULD BE A QUESTION TO ASK IF YOU HAVE FLOWN YOUR NORMAL FLIGHT SCHEDULE IN THE LAST 60 DAYS FOR A MORE ACCURATE ANSWER.
ARE YOU GOING TO DO A SIMILAR STUDY WITH AIR TRAFFIC CONTROLLERS?
SOUNDED VERY PROFESSIONAL TO ME
THE QUESTION "HAS THE AIRCRAFT EVER BEEN STRUCK BY LIGHTNING" SHOULD BE INCLUDED IN SURVEY
YOU MIGHT WANT TO INCREASE THE TIME TO THE LAST YEAR INSTEAD OF JUST 60 DAYS.
SOME OF THE QUESTIONS HAVE VARIOUS MEANINGS
I'M JUST GLAD TO SEE YOU DOING IT.
THERE SHOULD BE A LIMIT TO THE AMOUNT OF FREQUENCY CHANGES DURING TAKE OFF AND LANDING
RESPONDENT SAID RAISE THE RETIREMENT AGE TO 65
IF A PILOT ANSWERS THAT HE FLIES REVENUE PASSENERS 100% OF THE TIME, YOU SHOULD SKIP THE FOLOWING QUESTIONS ABOUT CARGO, FERRY AND MAINTENANCE FLIGHTS, ETC.
IT'S A GOOD VARIETY OF QUESTIONS--EXCELLENT!
R SAID THE SECURITY AT THE AIRPORT IS MANY TIMES HARD FOR CREWMEMBERS BECAUSE HAVE TO SHOW ID
RESPONDENT WOULD HAVE LIKED TO HAVE HAD A FORM TO FILL OUT
HOPE THIS WILL BE PUT TO GOOD USE (SURVEY)
GOOD IDEA-SYSTEM NEEDS HELP
I THINK I COULD HAVE DONE THIS SURVEY ON THE INTERNET.
DOESN'T SEE WHAT HELP IT'S GOING TO DO, 60 DAYS VERY SHORT TIME SPAN, DUTY TIME LIMITATIONS SHOULD BE IN FAR, NOT FLIGHT TIME LIMITATIONS, SHOULD BE BASED ON LEGS AND DUTY PERIODS
EVERY EVENT HAPPENED AT SOME POINT IN HIS CAREER NOT INDICATIVE IF SELECT GROUP OF PILOTS ASKED IN LAST 60 DAYS
ASK A LOT OF GOOD QUESTIONS
THE BIGGEST CONCERN FOR SAFETY IS CREW REST.
R THANKS INTERVIEWER FOR HER HARD WORK
60 DAYS IS A SHORT PERIOD OF TIME.
BEFORE SURVEY BEGINS BE MORE DESCRIPTIVE ABOUT WHAT THE SURVEYS ABOUT,
GIVE AN OUTLINE IN THE LETTER SO RESPONDENT CAN REFLECT A LITTLE BETTER
WITH THE AIR CARRIER XS DON'T MAKE ANY CHANGES INSIDE OF 10 MILES OF THE RUNWAY THRESHOLD. IT'S TOO DANGEROUS BECAUSE OF ALL THE REPROGRAMMING WE HAVE TO DO. ALSO--ATC SHOULD READ BACK WHAT I SAY IN RESPONSE TO THEIR REQUES JUST IN CASE OF AN ERROR IN HEARING OR MISUNDERSTANDING.
LIKE TO SEE PILOTS ASKED THEIR VIEWS ABOUT UNIQUE THINGS THAT THEY WOULD LIKE TO SEE APPROVED. ATC COMMENTS AND CRITIQUES RESPONSES FROM PILOTS WHEN THERE IS AN ERROR. SHOULD BE FEEDBACK IN BOTH DIRECTIONS. RIGHT NOW THE PILOTS DOESN'T HAVE THE LATTITUDE TO CRITIQUE A POTENTIAL PROBLEM.
WHY DO YOU KEEP REPEATING IN ALL THE QUESTIONS THE SAME STATEMENT "HOW MANY TIMES DURING THE LAST 90 DAYS DID AN INFLIGHT AIRCRAFT ON WHICH YOU WERE A CREWMEMBER"? PILOTS HAVE A SHORT ATTENTION SPAN AND I GOT REAL TIRED OF HEARING IT OVER AND OVER AND OVER.
WELL WRITTEN SURVEY ,BUT RESTRICTIVE ENOUGH FOR THE ANSWERS TO BE MISLEADING.
I COULD HAVE ANSWERED "YES" TO MANY MORE OF THE QUESTIONS IF THE TIME PERIOD HAD BEEN LONGER THAN 90 DAYS.

D5A
COMMUNICATIONS IS THE NUMBER ONE SAFETY PROBLEM IN MY OPINION. YOU SHOULD ALSO ASK ABOUT HOW MANY TIMES WE RECEIVE AMBIGUOUS COMMUNICATIONS.
DELAYS TEND TO MAKE DAYS LONGER AND THIS TENDS TO CREATE FATIGUE, THUS CREATING A SAFETY ISSUE . THAT EVENT X IN LOCATION X WAS PARTLY DUE TO A LONG DELAY, WHICH MADE THE DAY LONGER AND FATIGUE BECAME A FACTOR.
WHY 60 DAYS--TOO NARROW
DO ON INTERNET
SOMETIMES THE ANSWERS MAY VARY DUE TO THE SEASON, FOR INSTANCE MICROBURSTS MAY OCCUR MORE OFTEN IN THE SPRING.
THE 10 MILE DISTANCE IS DIFFICULT TO BE ACCURATE. MAYBE USE "CLOSE TO THE AIRPORT" INSTEAD.
I THINK IT'S GOOD.
GLAD TO SEE THAT WE'RE WORKING ON IT
ASK MORE QUESTIONS ABOUT DUTY TIME & REGULATIONS, FLIGHT TIME & REST PERIODS AWAY FROM HOME
NEED FOR INPUT FROM THE PILOTS THEMSELVES ABOUT THEIR PERCEPTION OF SAFETY PROBLEMS; AS WELL AS, SUGGESTIONS AS HOW TO IMPROVE COMMUNICATIONS WITH ATC TO EASE DIFFICULTIES BEING ENCOUNTERED THAT POSE SAFETY HAZARDS
GLAD TO BE A PART OF THIS PROJECT
FAA IS TOO MUCH OF A POLICE FORCE, I HOPE THIS EFFORT HELPS END THAT
SIXTY DAYS IS TOO SHORT OF A TIME FRAME TO BE ASKING ABOUT THESE THINGS
ASK ABOT FIX NOT ON ROUTE
SUGGESTS DOING THE SURVEY OVER THE INTERNET.
THE SURVEY IS GREAT, IT GETS BETTER AS IT GOES ALONG
RECORDED COMMENTS TWICE FAIL TO SEE ERROR R THINKS T-CAS SHOULD BE STANDARD IN ALL AIRCRAFT
QUESTIONS ARE GREAT, WINDOW OF TIME TOO NARROW.
I WOULD LOVE TO HAVE NASA CALL ME AND TALK TO ME PERSONALLY. THE FEDERAL GOVERNMENT SHOULD LOOK AT THE BIG PICTURE. BECAUSE WE HAVE BEEN BOUGHT OUT, WE DON'T LIKE THEM AND THEY DON'T LIKE US. I DON'T LIKE GUNS. I DON'T WANT TO DO GUNS. THEY SHOULD GET BETTER DOORS, OR FIND A WAY TO KEEP THEM OUT AND US IN.
I THINK IT'S GREAT YOU'RE DOING IT AND I'M GLAD TO BE PART OF IT.
MOST OF R'S FLYING IS INTERNATIONAL FLIGHTS AND HE FEELS THAT ADDRESSING SAFETY ISSUES AND BEING CAREFUL IS MUCH MORE IMPORTANT THAN WHEN FLYING NATIONAL FLIGHTS
SHOULD ASK ABOUT GROUND ALMOST CROSSINGS ON AN ACTIVE RUNWAY THAT THEY NOTICED BUT THE ATC HAD TO CALL. THINK THIS HAPPENS A LOT BECAUSE OF FATIGUE
WANTS A COFFEE MUG OR A HAT
RESPONDENT FELT SURVEY SHOULD COVER 120 DAYS
PRETTY POOR SURVEY
CREW DUTY LIMITS
NOT SURE THAT 60 DAYS IS A BIG ENOUGH WINDOW- SHOULD BE 90 OR 120
TIME FRAME TOO SHORT FOR THESE QUESTIONS. THESE INCIDENTS DON'T HAPPEN THAT OFTEN. 90 DAYS IS TOO SHORT A TIME. A YEAR IS A BETTER TIME FRAME TO ASK--SEVERE TURBULENCE DOESN'T HAPPEN THAT
WHAT ARE WE GOING TO DO WITH THE DATA
SOME OF THE QUESTIONS ARE WEATHER REALTED AND WEATHER VARIES FROM AREA TO AREA, AND SEASONS TO SEASONS
JUST CONTINUE
THE SURVEY SHOULD COVER A YEAR

D5A
VERY THOROUGH
I'M GLAD THEY'RE DOING THE STUDY AND HOPE THAT THE INFORMATION GATHERED WILL BE PUT TO GOOD USE.
ACCURACY MORE IMPROVED IF THE PILOTS HAD MORE NOTICE
THE QUESTIONS SHOULD BE ASKED FOR A LONGER PERIOD OF TIME
DENIAL OF REQUESTED CLEARANCE FOR PURPOSE OF WEATHER AVOIDANCE
30 DAYS IS TO SHORT OF A PERIOD TO GET GOOD DATA FOR THESE QUESTIONS,NEED LONGER PERIODS
WOULD LIKE TO HEAR HOW EXPERIMENTS WENT ON ATC WITH A COMPUTER. ACARS?
SOME OF THE EVENTS HAVE HAPPENED TO RESPONDENT, BUT NOT IN THE LAST 60 DAYS
IF IT WAS DONE ON THE INTERNET YOU MAY GET A BETTER SAMPLING
SIXTY DAYS IS TOO SHORT A PERIOD OF TIME TO BE ASKING ABOUT THESE SAFETY ISSUES.
ASK PILOTS WHICH AIRFIELDS ARE MORE DANGEROUS
ARE YOU GOING TO PUT OUT THE ANSWERS TO THIS STUDY AT SOME POINT?
WOULD LIKE TO SEE MORE INFORMATION AVAILABLE AND MORE LOW ALTITUDE SURVEILLANCE AVAILABLE. AND CROSS BORDER INFORMATION WITH LOCATION X. WE HAVE TO USE A LOT OF COMPONENT X. A LOT OF PROBLEMS WITH CUSTOMS AND IMMIGRATION.
VERY THOROUGH COVERAGE
I THINK NASA SHOULD BE MORE CONCERNED ABOUT PILOT INPUT ABOUT SCREEN PROCEDURES.
TRY TO ORIENT R BEFORE THE SURVEY
ELIMINATE REPITITION OF 60 DAY PHRASE
WE SHOULD ASK WITHIN THE LAST 90 OR 100 DAYS
SOME OF THE SEASONALLY RELATED
SOME QUESTIONS SEEM TO HAVE BLANKET ANSWERS FOR ALL MEMBERS OF COMPANY
NEED TO INQUIRE ABOUT IMPLEMENT ADSV. THIS WILL ENHANCE TRAFFIC FLOW AND SEPARATION. WHEN YOU ARE TOLD TO MAINTAIN A CERTAIN DISTANCE BEHIND A PLANE, THE ADSV WILL AUTOMATICALLY ADJUST YOUR SPEED TO KEEP THAT DISTANCE, IF THE PLANE IN FRONT OF YOU IS SLOWING DOWN TO LAND.
CARGO AIRCRAFT SHOULD HAVE TCAS
POOR MANUALS IN TRAINING --AIRCRAFT AUTOMATION IS POORLY TAUGHT AT VARIOUS AIRLINES PILOTS HAVE POOR UNDERSTANDING OF WHAT AUTOMATION DOES. MANUALS ARE WRITTEN/DESCRIBE KEY FUNCTIONS THAT NOT CORRELATE TO AUTO FLIGHT MODES. LIKE A SWITHCH FUNCTION BUT IT DOES NOT CORRELATE IT TO THE BALANCE OF THE SYSTEM.
FREQUENCY CONGESTION IS A REAL PROBLEM.
IT WOULD BE NICE TO DO THESE ONLINE AT OUR OWN PACE USING AN EXPIRATION DATE.
60 DAY PERIOD IS NOT A REALISTIC TIME FRAME. THE INCIDENTS THAT ARE ASKED ABOUT WOULD BE RECALLED IN DETAIL FOR YEARS
NEED TO EXPAND TIME PERIOD FOR QUESTIONS,PERHAPS SIX MONTHS TO A YEAR
IN THE LETTER PUT A FEW OF THE QUESTIONS IN TO PREPARE THE PILOT
I'D LIKE TO SEE RESULTS PUBLISHED AND DISTRIBUTED TO THE AIRLINES AND TO THE PILOTS WHO PARTICIPATE AND WHO DO NOT PARTICIPATE SO THAT WE CAN ACT ON IT.
MORE INFORMATION IN INITIAL LETTER REGARDING TIMEFRAME AND STATISTICAL REQUIREMENTS
GOOD SURVEY QUESTION ARE VALID
FUTURE SURVEYS SHOULD EXPLORE TERMINAL AREA OPERATIONS (DEPARTURES & ARRIVALS) EXTENSIVELY. THERE ARE A LOT OF PROBLEMS THAT'S NOT MENTIONED IN THE SURVEY.
ATC IS RESPONSIBLE FOR A LARGE PART OF THE CURRENT PROBLEMS TODAY
MORE EMPHASIS ON FATIGUE AND JET LAG
VERY CLEAR
WOULD READILY DO ON INTERNET

D5A
WHEN ATC IS QUESTIONED BY THE PILOT REGARDING SAFETY CLEARANCE. THE ATC WILL FOCUS ON WHAT THEIR OPINION IS AND NOT SAFETY. THEY WILL PARK THE PLANE FAR AWAY FOR LONG PEROIDS OF TIME FOR SPITEFULLNESS.
CONCERN ABOUT CROWDING/CONGESTION OF BOTH AIRSPACE AND COMMUNICATION FREQUENCIES AS MORE AIRCRAFTS ARE ADDED
R SAID WOULD LIKE TO HAVE MORE REAL-TIME WEATHER IMFORMATION AVAILABLE TO PILOTS
GOOD YOU'RE DOING THIS- GETTING REAL TIME INFORMATION
I JUST HOPE SOMETHING GOOD COMES FROM THIS SURVEY.
THIS WOULD BE APPROPIATE FOR THE INTERNET
FELT THE TIME OF 30 DAYS IS NOT ENOUGH TIME TO GET AN ACCURATE PICTURE.
ONE OF THE WEAKEST LINKS IS THE CONTROLLER TO PLANES IN THE TERMINAL ENVIRONMENT. WHEN DEALING WITH SO MANY PLANES, THE SLIGHTEST MISCOMMUNICATION CAN REALLY SCREW THINGS UP.
R SAID QUESTIONS WERE A LITTLE EXTREME
IF IT COULD BE DONE ON INTERNET HE WOULD BE ABLE TO BE REACHED EASIER.
OTHER THAN THE 60 DAY WINDOWS - EXPAND THE RANGE
R LIVES IN [STATE X] AND SOMETIMES THERE ARE PROBLEMS WITH RUNWAYS
DIFFICULT TO RECALL SPECIFICS OVER 60-DAY PERIOD, SHOULD GIVE QUESTIONS TO PILOT BEFORE 60-DAY
WE SHOULD MAKE SURVEY 90 DAYS
I BELIEVE I ALREADY DID THE STUDY ABOUT A YEAR AGO. THE QUESTIONS SOUND VERY FAMILIAR.
QUESTIONS DO NOT ADDRESS REAL PROBLEMS IN AVIATION SYSTEM, ATC EQUIPMENT IS OUTDATED AND NOT EFFICIENT
AVOID ALL QUESTIONS BY, SAYING TELL ME ABOUT ANY INCIDENT AT ALL THAT HAPPEN WITHIN THE LAST 60 DAYS (CRITICAL INCIDENTS)
30 DAY WINDOW TOO NARROW...CAN'T BE AN ACCURATE SURVEY WITH 30 DAY WINDOW
THE SURVEY NEEDS TO GO BEYOND A 60 DAY WINDOW; TALK ABOUT LANGUAGE BARRIERS; TALK ABOUT MANAGEMENT SYSTEMS
LAND HOLD SHORT OPERATIONS - OR PRM APPROACHES--A BIGGEST SAFETY ISSUES
R SAID THAT THE SURVEY IS EXCELLENTAND HAS IMPROVED THE MANY PROBLEMS. R DID PREVIOUS SURVEYS AND SAID THINGS ARE MUCH BETTER
IF A COMPANY NAME SHOWED UP ON CALLER ID INSTEAD OF UNAVAILABLE THAN YOU PROBERLY WOULD GET A BETTER RESPONSE
WAS ELECTRICAL PROBLEM IN GALLEY TO EXTENT THAT FLIGHT NEEDED TO BE CANCELLED BUT IT WAS BEFORE TAKE OFF, ALSO SOMEONE NEEDED TO LEAVE COCKPIT BECAUSE OF PASSENGER DISTURBANCE BUT NOT IN-
ASK QUESTION CONCERNING CREW DUTY TIME, FATIGUE, FLYING OVERTIME,AND CHANGES TO ORIGINAL SCHEDULE ,
A WRITTEN SURVEY WILL BE NICE.
I HOPE THAT SOME ACTION IS TAKEN AS A RESULT OF THIS CURRENT NASA SAFETY STUDY.
LIKE TO DO THIS ON INTERNET
IS TIMELY TO KEEP DOING THESE THINGS
THANK YOU FOR DOING THIS
SOME OF THESE QUESTIONS REQUIRE TOTAL GUESSES/ I'M NOT SURE HOW ACCURATE THE STUDY WILL BE BECAUSE OF THE GUESSING
SURVEY NEEDS MORE THAN YES OR NO ANSWERS - MORE FLEXIBILITY IS REQUIRED. HARD TO REMEMBER THE PAST 90 DAYS' EVENTS. IF ON THE INTERNET, I COULD HAVE MY LOG BOOK AVAILABLE FOR REFERENCE.
A PILOT SHOULD BE REVIEWING THE QUESTIONS IN THIS SURVEY BEFORE THE STUDY IS FINALIZED.

D5A
WORKING OUT OF AIRPORT X, OCCASIONALLY THERE WILL BE A TREMENDOUS AMOUNTT OF BACKGROUND NOISE. WE HAVE PRE DETERMINED CLEARANCES BUT IF BUTTON IS NOT PUSHED YOU HAVE TO CALL SO YOU'VE GOT ONE PERSON PERFORMING MULTI-TASKS SO CONTROLLER MAY BE GIVING A CLEARANCE TO TAKE OFF AND YOU'RE WAITING FOR INSTRUCTIONS TO LAND, AND YOU GET TO THE TOWER FREQUENCY AND YOU GET LOUD MUSIC, OR KIDS SCREAMING IN THE BACKGROUND AND IT IS DIFFICULT TO UNDERSTAND INSTRUCTIONS, WHOEVER THE SUPERVISOR IS, IS DEFINITELY NOT ON THEIR POST.
INTERNET ACCESS IS A POSSIBILITY
SECURITY SCREENING IS MUCH MORE THAN BURDEN FOR THE AIR CREW--I FEEL ABSOLUTELY HUMILIATED GOING THROUGH SECURITY--I FEEL SINGLED OUT AND HAVE SEEN OTHER CREW MEMBERS SINGLED OUT AND SPOKEN TO IN A VERY DEMEANING MANNER. IT'S NOT AT ALL STANDARDIZED. WE NEED TO HAVE SECURITY BUT GIVE CREW MEMBERS A BREAK. WHY CAN'T WE HAVE A SWIPE CARD THAT BRINGS UP OUR PICTURES AND
THERE SHOULD BE QUESTIONS REGARDING PILOT FATIQUE IN THE SURVEY. ATC IN FOREIGN COUNTRIES, ESPECIALLY LOCATION X ARE SECRETIVE AND NOT COOPERATIVE IN GRANTING CLEARANCE
PUT STUDIES ON THE WEB
THE FIRST QUESTION IN THE SURVEY SHOULD BE "ARE THERE ANY COMMENTS YOU WOULD LIKE TO MAKE ON AVIATION OPERATIONS AND INCIDENTS". PILOT IS PLEASED WITH INVOCATION OF TCAS PROCEDURES. HE FEELS THAT HIS NEAR MISSES HAVE DECREASED FROM TWICE A YEAR TO ZERO INCIDENTS A YEAR.
INCREASE THE QUESTION TIME TO 90 DAYS. MANY OF THESE EVENTS DID HAPPEN IN 90 DAYS BUT NOT 60 DAYS.
R'S GLAD NASA IS TAKING RESPONISBLITY TO BRIDGE GAP BETWWEN FAA AND PILOTS.
THE SURVEY SHOULD SPAN A MININUM OF 1 YEAR TO GET ANY USEFUL DATA REGARDING INFLIGHT
RESEARCH NEEDS TO BE DONE ON THE FRACTIONAL PORTION OF THE INDUSTRY WITH REGARDS TO PART 91 REVENUE FLYING, COMMERCIAL FLYING
HOPEFULLY WE CAN FIX THE AVIATION SYSTEM BETTER EQUIPMENT ENHANCEMENT BETTER WEATHER INFO MORE ACCESS TO EQUIPMENT TO GET ACCURATE INFORMATION
I WOULD INCLUDE A WAY TO SAY THAT YOU HAD HAD ONE OF THESE EVENTS OUTSIDE OF THE TIME WINDOW.
WHY THE 90 DAY WINDOW? THERE WAS PRE-911 AND POST-911.
PILOT HAS FEW HOURS FLYING IN THE LAST 60 DAYS BECAUSE HE HAS BEEN IN TRAINING MOST OF THE TIME
START INTERVIEW BY GIVING EACH PILOT ABOUT 5 SECONDS TO REVIEW THEIR LOG BOOKS AND YOU WOULD GET MORE ACCURATE DATA FOR THIS SURVEY.
PILOT SAID THAT HE DID THIS SURVEY ABOUT A YEAR AGO. ALSO PILOT SUGGESTED THAT WE GET A CLEAR DESCRIPTION OF THE TYPES OF FLYING PILOTS DO SO THAT THE QUESTIONS ARE BETTER SKEWED TO KNOWING HOW THEY FLY.
AN INTERNET INTERVIEW WOULD ALLOW ME MORE TIME TO THINK ABOUT THE ANSWERS.
60 DAY PERIOD MAY NOT OBTAIN INFORMATION ABOUT WHAT PILOTS ACTUALLY EXPERIENCED. 1 YEAR WOULD GET MORE INCIDENTS AND ILLUMINATE WHAT COULD BE A SEVERE PROBLEM.
SHORT TIME SCOPE
QUESTIONS ABOUT DIFFERENT AIRPORTS.
THE PRIMARY EMPHASIS ONT HE STUDY IS ON DOMESTIC AIR SAFETY; HOWEVER, SINCE MANY AIRLINES HAVE DAILY FLIGHTS TO LOCATION X AND THE ATC SITUATION IS COMPLETELY DIFFERENT AND MUCH MORE PRIMATIVE THAN HERE, IT WOULD BE BENEFICIAL TO ASK ABOUT SAFETY INCIDENTS THAT TAKE PLACE ON THE
SURVEY MIGHT BE BETTER SERVED ASKING ABOUT 90 DAYS RATHER THAN JUST 30.
THERE IS AN EVENT THAT NONE OF THE QUESTIONS ADDRESSED. IT WAS THERE WAS A SITUATION WHERE YOUR RECEIVED A CROSSING CLEARENCE, AND THE PILOT FLYING PUT THE WRONG ALTITUTE IN THE ALTITUDE ALERT DEVICE, AND POTENTIALLY PUT THE AIRCRAFT AT RISK OF TERRAIN COLLISION.
WHY 30 DAYS ONLY AND NOT A LONGER PERIOD?

D5A
SHOULD BRIEF IN LETTER TO LET THEM KNOW THEY WILL BE ASKED ABOUT FLYING TIME. THIS WILL GIVE MORE ACCURATE FLYING TIME.
R SAID THAT THERE SHOULD BE RECURRENT TRAINING FOR MORE THAN A 1/2 A DAY AND NOT EVERY 12 YEARS
LOOOK FORWARD TO READING THE PUBLISHED RESTULTS
MOST ATC CHANGES RESULT IN FUEL CONSUMPTION
GENERALLY TIMEFRAME TOO SHORT TO CAPTURE SOME PROBLEMS THAT OCCUR SOMEWHAT INFREQUENTLY
I'M ASKING ABOUT THE VALIDITY OF ONLY 60 DAYS BECAUSE I HAVE NEVER HAD TO DECLARE AN EMERGENCY IN LENGTHY EXPERIENCE OF FLYING PROFESSIONALLY. I'M A RESERVE GUY NOT A LINE HOLDER. I'M ONLY CALLED IN WHEN THERE IS HIGH VOLUME OR WHEN ANOTHER PILOT IS SICK -- I DO A LOT OF ON-CALL.
SURVEY COULD BE DONE ON INTERNET
SOME OF THE QUESTIONS CAN NOT BE ANSWERED JUST YES- NO
WHOEVER DID THE QUESTIONS FOR THIS SURVEY DID A GOOD JOB.
THE QUESTIONS RE WEATHER NEED TO BE BROADENED-COMPANY WEATHER NEEDS TO BE INCLUDED. COMPANY WEATHER IS MORE ACCURATE AND USEFUL TO CREW MEMBERS.
NEED TO ADDRESS CRM (COCKPIT RESOURCE MANAGEMENT) IS ESSENTIAL TO SUCH A SURVEY
FOR GUYS LIKE ME, YOU SHOULD SEND THE SURVEY SO THAT WE CAN FILL IT OUT AT OUR CONVENIENCE RATHER THAN SPENDING 15-20 MINUTES ON THE PHONE.
MANDATORY RETIREMENT AT AGE 60
I THINK MOST OF THE Q'S ARE APPROPRIATE, HOWEVER, THE TIME FRAME IS WAY TOO NARROW
WHY IS IT 60 DAYS
THEY WERE PRETTY COMMON SENSE ITEMS AND VERY GENERAL.
RESPONDENT IS A MAINTENANCE TEST PILIOT
PUT IT ON THE INTERNET
LONGER TIME FROM BROADEN THE WINDOW
YOU NEED TO ASK QUESTIONS THAT WILL KEEP IT SAFE IN THE AIR
FEELS AUTHORITIES ALREADY KNOW ANSWERS TO MOST OF THESE QUESTIONS AS THEY ARE REQUIRED TO REPORT SAME. THEREFORE, THE SURVEY SHOULD FOCUS ON OTHER THINGS. NOTED THAT ALTHOUGH AIRCRAFT NOT CLOSER THAN 500FT, HE EXPERIENCED SITUATION WHERE OTHER AIRCRAFT HAD NOT BEEN OBSERVED BY CONTROLLER. THEREFORE, FEELS RADARS NOT BEING USED TO FULL POTENTIAL, AS T-CAS SOMETHINGS DON'T NOTICE "QWAKING AIRCRAFTS" LEADING TO VERY CLOSE ENCOUNTERS.
HE SAID WE INTERVIEWED HIM AT THE MOST BORING 60 DAYS
IT IS DIFFICULT TO REMEMBER THE LAST 3 MONTHS.
ASK ABOUT LONGER THAN 60 DAYS
YES I AM GLAD IT'S BEING DONE.
THEY NEED TO GIVE A LONGER RANGE OF TIME INSTEAD OF 60 DAYS. 1 YEAR SHOULD BE THE TIMEFRAME FOR MISHAPS. ONE OF THE PROBLEMS IS ACCOUNTABILITY WITH THE AIRCREW IS THE READBACKS. ATC IS NOT HELD ACCOUNTABLE FOR THE READBACKS WHEN THEY SHOULD BE.
SURVEY WON'T DO ANY GOOD
I THINK IT'S A GOOD IDEA. YOU'RE DOING A GOOD JOB.
GOOD SURVEY - NEED MORE THAN A 60 DAY PERIOD.
IT'S A GOOD SURVEY
NASA DOES GOOD WORK
GOOD QUESTIONS!
SOME OF THE QUESTION MAY BE BETTER ANSWERED IF PILOTS WERE ALLOWED TO PONDER OVER QUESTIONS AND CALL BACK OR GIVN A FOLLOW UP LETTER.
NARROW PARAMETERS WITHIN IN THE LAST YEAR, CONCERNED GROUND CONTROL

D5A
GREATEST IMPROVEMENT IN SAFETY WAS THE INTRODUCTION OF TCAS
MAKE SURVEY FOR MORE THE 60 DAYS (I.E. LAST 6 MONTHS).
VERY GOOD QUESTIONS
SURVEY FRAMEWORK TOO SHORT CONSIDERING THE FACT THAT MOST EVENTS MENTIONED ARE RATHER VERY RARE OCCURRENCES.
IF THE SURVEY WAS ON THE INTERNET, THERE WOULD BE MORE TIME TO THINK ABOUT THE QUESTIONS
WAS PRETTY IMPRESSED WITH THE QUESTIONS THAT WE DID ASK. I AM AN AIR SAFETY VOLUNTEER , AND THE QUESTIONS THAT WE ASKED WERE OF A CONCERN BECAUSE OF THE TIME FRAME. THE ATC INNERACTIONS WERE REALLY GOOD QUESTIONS. THE DATA BASE OF 5000 PILOTS IS NOT BIG ENOUGH.
IF I WOULD HAVE KNOWN WHAT TYPES OF QUESTIONS WOULD BE ASKED I WOULD HAVE TAKEN NOTE AND WOULD REMEMBER BETTER.
THE 30 DAY WINDOW IS TOO SMALL--I WOULD HAVE ANSWERED POSITIVELY TO MANY MORE QUESTIONS IF IT HAD BEEN A PERIOD BEYOND THE PAST 30 DAYS.
SOME OF THE QUESTIONS ARE TOO TIGHT AS FAR AS BOUNDARIES, THE FIGURES USED ARE EXTREME. THEY SHOULD BE ADJUSTED. FOR EXAMPLE, QUESTION WE5-AIRSPEED DEVIATION OF 15 KNOTS OR GREATER IS TOO EXTREME. QUESTION AC3 AS WELL - THE NUMBER 500 IS ALSO TOO RESTRICTIVE. QUESTION AD1 ALSO IS A PROBLEM - 300 FEET IS TOO RESTRICTIVE. LOOSEN THESE NUMBERS UP AND YOU'LL GET MORE REPRESENTATIVE RESPONSES TO THESE TYPES OF QUESTIONS.
THERE SHOULD BE A PILOT INVOLVED IN DECISIONS OF CHANGE REFER BACK TO THE COMMENT ABOUT THE ACRONEMS.
WHY ARE WE NEEDING TO ASK GENERALIZED QUESTIONS INSTEAD OF SPECIFIC ISSUES
IT WAS A GOOD SURVEY-WELL THOUGHT OUT.
I THINK THIS IS A TOTALLY REDUNDANT STUDY. NASA HAS HAD INCIDENT REPORTS FOR YEARS, WHICH SHOULD CAPTURE EVERYTHING. YOU'RE ASKING ME NOW, YET THERE ARFE OTHER MEANS OF GATHERING THE SAME INFORMATION. I THINK IT'S A WASTE OF MONEY OTHER THAN GIVING YOU A JOB.
VERY SURPRISED THAT CREW FATIGUE WAS NOT ADDRESSED IN THE SURVEY/I HAVE HAD TEN TIMES AS MANY PROBLEMS DUE TO CREW FATIGUE THAN ALL OTHER PROBLEMS COMBINED
I THINK THE QUESTIONS ARE SOMEWHAT SELF-SERVING; IF ANYONE HAD DONE ANYTHING YOU ASKED IN YOUR QUESTIONS, THEY WOULDN'T ANSWER AFFIRMATIVELY.
YOU SHOULD ASK WHEN WE FLY--MANY DON'T APPLY TO CARGO PILOTS WHO FLY AT NIGHT; THERE SHOULD BE SPECIAL QUESTIONS FOR THOSE WHO FLY MAINLY AT NIGHT.
QUESTIONS NOT TAILORED TO TODAY'S STANDARDS OF PROFESSIONALISM
AS AN INTERNATIONAL PILOT I AM NOT AS EXPOSED TO THE US ATC SYSTEM
GETTING ?'S COLD, NEED TO GET THE ?S AHEAD TIME TO INCREASE CORRECT ANWERS
GLAD WE ARE ASKING
R SAID LOOK HOW WE COMMUNICATE WITH NOTAMS
PRETTY COMPREHENSIVE
RESPONDENT SAID THE WINDOW FOR THE SURVEY SHOULD BE 12 MONTHS
NEED TO INCREASE THE RECALL AND PROVIDE FOR MORE THATN YES OR NO ANSWERS
R THOUGHT THIS WAS A GOOD IDEA.
DO IT ON THE INTERNET
THE AIRPLANE THAT RESPONDENT FLIES IS DIFFERENT THAN THE USUAL PLANES THAT ARE BEING USED ABOUT THE SURVEY. DISCUSS MORE ABOUT SAFETY.
[PERSON X] SUGGESTS WE SURVEY AS MANY PILOTS AS POSSIBLE
VERY GOOD SURVEY
EXPAND THE TIMEFRAME

D5A
GLAD NASA'S DOING THE SURVEY
AT AIRPORT X WHEN THE WEATHER IS BAD THEY NARROW DOWN FROM TWO RUNWAYS TO ONE, WHICH BACKS UP TRAFFIC FROM 30-40 MINUTES. IT'S PRETTY MUCH STANDARD TO BE GIVEN A HIGHER SPEED IN ORDER TO ACCOMMODATE ALL THE TRAFFIC. THIS ISN'T A SAFETY ISSUE, JUST A FACT OF LIFE AT THIS AIRPORT.
60 DAYS TOO NARROW A TIME PERIOD
TOO MANY SMALL/REGIONAL JETS WHICH ARE VERY SLOW CONGESTING THE AIRSPACE.
EXPAND TIMEFRAME TO AT LEAST 1 YEAR. NOT LIKELY TO FORGET ANY DETAILS
ON INITAL CONTACT WITH ATC CENTERS REQUIRES MORE THAN ONE CALL. AS A RULE NOT THE EXCEPTIONS. PILOT BEEN ON VACATION 30 OF THE LAST 60 DAYS.
DOES NOT THINK SURVEY IS PERTINENT. DOES NOT ADDRESS HUMAN ISSUES, SUCH AS FATIGUE. WASTE OF PILOTS TIME
IF YOU ESTIMATE IN THE BEGINNING THAT THE QUESTIONS ARE ASKING ABOUT THE LAST 90 DAYS OR LAST 30 DAYS YOU SHOULD NOT HAVE TO KEEP SAYING LAST 90 DAYS OR LAST 30 DAYS, BECAUSE IT TAKES UP TIME.
ONLY FLEW ONCE IN LAST 30 DAYS RETIRED .
WELL CONDUCTED
I WOULD DO THE STUDY THE SAME WAY THEY DO THE NEILSEN RATINGS--GIVE GUYS A DIARY TO CARRY AROUND WITH THEM AND SEND IN.
THE QUESTIONS ARE BIASED AND NO COMMERCIAL PILOT IS GOING TO ADMIT TO THEM. THE QUESTIONS ARE IN DIRECT VIOLATION OF AVAITION RULES, SO IF SOME PILOTS ANSWER YES TO THEM I WOULD BE SURPRISE
SURVEY SHOULD BE ON INTERNET
I'M GLAD THAT YOU'RE ASKING LINE PILOTS THESE QUESTIONS.
SHOULD BE MORE THAN A SIXTY DAY PROBE
IT'S NOT ALWAYS APPROPRIATE TO ASK HOW MANY TIMES AS WAS ASKED IN EVERY QUESTION
LARGER TEST PERIOD NEEDED
WOULD BE NICE TO GET OVER THE INTERNET OR WRITTEN, CAN REMEMBER EASIER
TO SHORT A TIME PERIOD ,CHANGE TO 6MTHS AT LEAST
COULD THIS BE DONE ON A WEBSITE RATHER THAN OVER THE TELEPHONE? YOU MIGHT GET A LARGER RESPONSE THAT WAY.
MAKE THE SURVEY LONGER TIMEFRAME OF 60 DAYS
R SUGGESTED THAT NASA WOULD HAVE [A PILOT UNION] TO GIVE PILOTS OK BY PHONE OR LETTER AND YOU WOULD HAVE 100% COOPERATION FROM PILOTS.
60 DAYS IS A VERY NARROW WINDOW FOR GOOD DATA.
GREAT STUDY GLAD WE ARE DOING IT. EVERYBODY IS STRETCHED OUT. WORRY ABOUT THEIR JOBS. ASK TO DO MORE FLYING WITH LESS PEOPLE. WAITING FOR AN ACCIDENT TO HAPPEN. MENTALLY STRESSED.
VERY THOROUGH SURVEY
GREAT WE ARE DOING IT
I'M SURE YOU'VE HEARD THIS FROM YOUR PASSENGER PILOTS, BUT SOMETHING MUST BE DONE ABOUT SCREENING PASSENGERS. FEDERALIZING THE EMPOYEES CERTAINLY IS NOT THE ANSWER. ALSO, PILOTS SHOULD
YOU CANNOT USE BLANKET ANSWER FOR SOME OF THE QUESTIONS
HAVE QUESTIONS ABOUT FATIQUE AND REST
THANK YOU FOR DOING IT. IT IS NICE TO KNOW PEOPLE STILL CARE AND THAT PEOPLE ARE INTERESTED.
PILOT SAID YOU SHOULD LET PILOTS KNOW IN THE LETTER TO HAVE THEIR LOG BOOKS ON HAND,THAT WOULD HELP TO GIVE MORE ACCURATE ANSWERS.
SUGGESTS EXPANDING THE RECALL PERIOD
AIRPORT X IS A MAJOR PROBLEM--IT'S ALMOST AN ACCIDENT WAITING TO HAPPEN. THE TIMES BETWEEN TAKE-OFF AND LANDINGS ARE TOO TIGHT AND TOO CONGESTED.

D5A
WANT SPECIFIC QUESTIONS RELATED TO INDUSTRY NOT GENERALIZATIONS. SOME COULD BE COMPANY RELATED OR FAA RELATED ISSUES. COMPANY X IS A MANAGEMENT DRIVEN COMPANY. EVERY 90 DAYS NEED 3 LANDINGS. THEY DON'T FLY ENOUGH AND GIVEN A CAPTAIN RANK. FAA LETS THEM GET AWAY WITH IT. THEY HAVE INCIDENTS THAT GET SWEPT UNDER THE RUG. ALSO CHECK AIRMEN, INSTRUCTORS, FLIGHT STANDARDS PERSONNEL LACK THE EXPERIENCE. TCAS WE NEED IN CARGO INDUSTRY. EUROPE REQUIRES IT NOW SO FAA WILL HAVE TO COMPLY. ONLY DRIVEN UNLESS YOU CAN'T FLY OUR AIRSPACE.
KEEP DOING IT
MAYBE GO BACK FURTHER THAN 60 DAYS OR IF SOMEONE HAS NOT FLOWN A LOT OF HOURS LIKE ME, ASK THEN WHY. I AM A CHIEF PILOT SO I ONLY FLEW A FEW HOURS
KEEP DOING THESE INTERVIEWS
HOPE TO PUT TJHIS TO GOOD USE
OUGHT TO BE DONE MORE OFTEN
[LOCATION X]
THIS WAS A WASTE OF MY TIME. EVERY QUESTION YOU ASKED ABOUT IS A REPORTABLE INCIDENT.
90-100 DAYS WOULD HAVE HAD MORE INFORMATION.
HOPEFULLY THIS WILL ACCOMPLISH SOMETHING
GLAD WE'RE DOING IT
R SAID AIRLINE PILOTSGO THROUGH TSA EVERY MORNING. THIS MUST BE CHANGED
GOOD JOB COVERING EVERY THING
ONLY ASK ABOUT LAST 30 DAYS
WOULD HAVE BEEN EASIER TO SEND IT OUT
GLAD TO HELP. QS VCOVERED A WIDE SPECTRUM
R SAID TAKE HIM OFF OF THE LIST,DONOT CALL AGAIN!
I THINK THAT IT IS WRONG TO MAKE PILOTS RETIRE WHEN YOU HAVE 35 YEARS OF SERVICE OR 30,000 HOURS OF FLIGHT TIME.
MORE SURVEYS WOULD BE HELPFUL WITH ADDITIONAL AREAS.
UPDATING ATC RADIOS IS ANOTHER SUGGESTION
ASK ABOUT INCIDENTS WITH FEDERAL FLIGHT DECK OFFICERS.
CHANGE FORMAT FOR SOME OF THE "ONCE IN A CAREER" QUESTIONS AND ASK IF OCCURRED IN LAST 10 OR 20
PUT IT ON THE INTERNET AND HAVE THE QUESTIONS ANSWERED THERE. I'M GLAD THAT THERE HAS BEEN ONE.
KEEP DOING THE SURVEYS
LAST 60 DAYS PRETTY SMALL WINDOW
SEVERAL QUESTIONS ARE SIMILAR, % OF TIME FLYING AIRCRAFT IF ANSWER WAS ONLY FLEW ONE TYPE OF AIRCRAFT , REFERENCE TO 30 DAY TIME-FRAME REPEATLY
VERY VALUAABLE SUREVEY
60 DAY PERIOD IS TOO RESTRICTIVE A TIME FRAME
R LIKES WHAT WE ARE DOING. R SAID IT IS PRETTY DARN SAFE.
60 DAYS IS SOMEWHAT LIMITED RANGE.
ON VISUAL APPROACH ATCS ARE NOT FAMILIAR WITH CAPABILITIES OF EACH PLANE. HAVE PROBLEM WITH SLAM DUNK . AIRPORT X. LOCATION X NOT HAVE SAME CRITERIA FOR WAKE TURBULENCE. SHOULD HAVE SAME CRITERIA AS FAA. REDUCE THRUST ON NOISE ABATEMENT ON HEAVY PLANES. AGE DISCREPANCY LOCATION X IS 63 AND HERE IS 60. NO STANDARD.
COVER MORE TIME PERIOD THAN 60 DAYS
THE IDEA TO DO SURVEY IS GOOD BUT WRITTEN FORM WOULD BE BETTER. FOLLOWED BY SPECIFIC QUESTIONS
RESPONDENT WOULD RATHER DO SURVEY ON THE INTERNET

D5A
99% OF THE QUESTIONS IN THIS SURVEY HAVE NEVER OCCURRED IN MY [LENGTHY CAREER] OF FLYING. SO, THESE QUESTIONS ARE REALLY A WASTE OF TIME.
LIMITING IT TO LAST 30 DAYS IS UNEVENTFUL.
ASK MORE ABOUT GRAND OPERATIONS, SMALL JETS HAZARDOUS, POTENTIAL TRAFFIC HAZARDS
LOTS OF THE QUESTIONS ARE IRRELEVANT. THE PEOPLE THAT MADE UP QUESTIONS HAVE A VERY LIMITED KNOWLEDGE OF THE AVIATION SYTEM
MORE INFO RE THE PURPOSE AND INTENDED USE OF THE INFORMATION
GET RID OF THE 30 DAYS PART OF IT. THEY WILL GET MORE ACCURATE INFORMATION. BY MY ANSWERS OF 30 DAYS THEY ARE GETTING A FALSE IMPRESSION THAT EVERY THING IS GOOD.
MAKE TIMEFRAME FOR 5 YEARS
COULD MAYBE ON NEW GENERATION AIRCRAFT MOST HAVE MANY LEVELS OF ABILITY. QUESTIONS ASKED DON'T TAP INTO EQUIPMENT USED ON NEWER GENERATION AIRPLANES. UPLINK CAPABILITIES MAYBE ATC COULD LOOK AT IN THE FUTURE.
APPRECIATES THE KNOWLEDGE OF THE INTERVIEWER
SITUATION AT AIRPORT X WELL KNOWN, BUT NOTHING BEING DONE TO CORRECT IT, FEELS IT IS A VERY DANDEROUS SITUATION.
GREAT PROGRAM THANK NASA IS DOING A GREAT JOB NASA REPORTS ARE GREAT. NOT HAVE A PUNITIVE ACTION BUT WORK TO CORRECT A PROBLEM
I THINK IT'S GOOD TO IDENTIFY A PROBLEM BEFORE YOU HAVE A PROBLEM
IT WAS FAIRLY BROAD AND GAVE ME AN OPPORTUNITY TO ADDRESS AN ISSUE.
MAKE SURE FUTURE SURVEYS INCLUDE SPACE FOR COMMENTS AND THAT THE INTERVIEWER CAN ACCESS THESE COMMENTS SO THAT THEY CAN DO READ BACK TO THE PILOT
ANOTHER SAFETY PROBLEM IS THE COMPONENT X IN THE COCKPIT. ONCE THE CREW OPENS THE DOOR TO LEAVE FOR THE LAVATORY OR RECEIVE MEALS, ANY PASSENGER HAS ACCESS. A DOUBLE DOOR THAT WOULD ONLY OPEN WHEN CREW MEMBERS NEED TO USE THE LAVATORY WOULD ALLEVIATE THE PROBLEM. CREW MEMBERS COULD TAKE A BOX LUNCH AND THERMOS OF A HOT DRINK ON BOARD BEFORE TAKE-OFF AND NOT NEED ANY MEAL SERVICE FROM FLIGHT ATTENDANTS. I'D LIKE TO SEE MORE OF THIS TYPE OF THE THING. THE 2 AGENCIES THAT ARE THE MOST HELPFUL TO PILOTS ARE NASA AND NTSB. THE AGENCIES THAT LEND THE LEAST CREDIBILITY TO PILOTS ARE THE FAA AND THE AIRLINES. THE AIRLINES ARE TOO DRIVEN BY COST AND THE ONE I WORK FOR DOES NOT LISTEN TO PILOTS' SUGGESTIONS FOR IMPROVEMENT.
INTERVIEW BETTER SERVED ON PAPER, SO PILOT CAN GO THROUGH LOG BOOK AND GIVE MORE ACCURATE ANSWERS. .
MANNER IN WHICH CREW SECURITY IS HANDLES - I.D. SHOULD BE A UNIVERSAL SYSTEM
30 DAY TIME FRAME- I MAY NOT HAVE THE EXACT # OF TIMES SOME EVENTS OCCURED. THEREFORE THE QUESTION OF HOW CONFIDENT I WAS IN ANSWERING THE QUESTIONS IS NOT PERFECT. ALSO CREW REST AND BODY CLOCK ISSUES SHOULD BE ADDRESSED.
RESPONDENT SAID HE IS VERY HAPPY WITH THE INFLIGHT NASA REPORTS
THE SCOPE IS TOO NARROW, SHOULD BE WITHIN THE LAST YEAR
WE NEED MORE HOME TIME!
GENERAL AVIATION SHOULD HELP PAY FOR SOME OF THE AIRPORTS
RESPONDENT SAID THE SURVEY SHOULD COVER AT LEAST 90 TO 120 DAYS
I THINK THE SURVEY WOULD BE MORE EFFICIENT IF THE TIME PERIOD WAS LONGER.
I WOULD PREFER DOING THIS SURVEY BY TELEPHONE, NOT THE INTERNET. I LIKE HUMAN INTERACTION BETTER. BESIDES, TALKING TO YOU PROVIDES JOB SECURITY FOR YOU.
DON'T LIMIT THE SURVEY QUESTIONS TO 60 DAYS ONLY ! IT SHOULD BE A MINIUM OF 6 MONTHS PRIOR TO

D5A
PILOT CONCERNED ABOUT THE ACCURACY OF SURVEY BECAUSE OF 60 DAY PERIOD, BECAUSE SOME PILOTS DONOT FLY VERY MUCH BECAUSE OF THEIR SCHEDULE.
IT WOULD BE HELPFUL IF 30 DAYS BEFORE WE CALLED THEY CAN GO OVER THE QUESTIONS TO BE REMINDED OF QUESTION AND ANSWERS
ASK PILOT TO GET THEIR LOGBOOK TO GET MORE ACCURATE ANSWERS FOR THE PAST 60 DAYS
GREAT JOB
IT'S A GOOD SURVEY
INCLUDE QUESTIONS ABOUT FATIGUE
RESPONDENT SAID HAVE MORE QUESTIONS ABOUT SAFETY OPERATIONS
KEEP THE SURVEYS COMIN.
I WOULD LIKE A COPY OF THIS STUDY'S RESULTS.
DON'T THINK THAT THE TIME FRAME IS LONG ENOUGH. NEED TO COVER A LONGER PERIOD OF TIME, QUESTIONS ARE OF SEVERE LEVEL, WILL HAVE TROUBLE IN TRACKING.
HARD TO REMEMBER BACK 90 DAYS WHEN YOU'VE DONE A LOT OF FLYING
AT [AIRPORT X] GROUND CONTROL IS A REAL PROBLEM BECAUSE IT'S SO BUSY AND THE CONTROLLERS DON'T HAVE TIME TO COMMUNICATE PROPERLY. AT [AIRPORT X] THERE ARE PROBLEMS WITH FREQUENCY CONGESTION ON THE GROUND--IT'S DIFFICULT TO UNDERSTAND WHAT GROUND CONTROL IS SAYING, AND WHEN WE REPEAT BACK FOR CONFIRMATION, THEY DON'T ALWAYS DO IT.
HOW WILL THE STUDY RERSULTS BE PUBLICIZED?
THE IMPACT OF THE ATC SYSTEM ON DEPARTURES AND ARRIVALS SHOULD BE INVESTIGATED FROM THE PERSPECTIVE OF THE PILOTS.
THE AIRLINE I FLY WITH HAS THE PREDICTIVE COMPONENT X AND I THINK IT IS OUTSTANDING AND ALL MAJOR CARRIERS SHOUD BE MADE TO CARRY IT, IT SHOULD BE REQUIRED. AND I SAW IT IN ACTION AND IT WORKS
I THINK IT IS GOOD YOU ARE DOING THIS!
DIFFICULT TO PUT IN EXPLANATIONS OF THE ANSWERS, QUESTIONS DID NOT REFLECT EASE OF MOVING FROM ONE RUNWAY TO ANOTHER
ASAP WILL BE IMPLEMENTED IN [AT FUTURE DATE]
SHOULD HAVE LONGER INTERVAL, LIKE 90 DAYS, IF WE WANT TO SEE MORE INCIDENCES
90 DAYS IS SHORT TERM TO ASK ABOUT
THINKS INTERVIEWER IS VERY PLEASANT
REQUIRED TO READ A CLEARANCE BACK TO ATC. ATC IS NOT OBLIGATED TO CORRECT PILOT IF HE READS IT BACK WRONG. ATC DOES NOT RESPOND TO THE READ BACK. THEY HAVE TAKEN THE RESPONSIBILITY FROM THE CONTROLLER AND THE BLAME IS ON THE PILOT.
LOOK AT [A SERIES OF AIRPORT LOCATIONS]
THE SURVEY WAS REDUNDANT
COULD HAVE BEEN SHORTER. SOME QUESTIONS ASK THE SAME QUESTION BUT IN A DIFFERENT WAY
NO QUESTIONS ABOUT FATIGUE
A SIMILAR SURVEY SHOULD BE GIVEN TO AIR TRAFFIC CONTROLLERS-TO GET THEIR PERSPECTIVES.
ROUTINELY FATIGUED IN THE COCKPIT, AND USUALLY HAPPENS WHEN THE DUTY PD EXTENDS ABOVE TWELVE HOURS.
THE QUESTIONS AND TIME PERIOD ASKED ABOUT ARE VERY BENIGN AND NEEDS TO BE MORE SPECIFIC
QUESTIONS ARE TOO REPETITIVE
SIGNAGE AND GROUND WORKINGS NEED TO HAVE A GREART DEAL OF MONEY TO WORK ON.

D5A
THE ADVANCEMENTS IN AVIATION BEING MORE COMPUTERIZED AVIATION BECOMES MORE OF A MANAGER POSITION, AVIATORS ARE LOOSING SKILLS WITH EVERYTHING SO COMPUTERIZED. HIGH TECH AIRPLANES ARE MORE AT RISK WHEN LANDING AND PROGRAMING AT SAME TIME. COULD ASK OPINIONS ABOUT HIGH TECH COMPUTER EQUIPMENT VS WITHOUT COMPUTER EQUIPMENT. DOES IT CAUSE MORE PROBLEMS THAN IT HELPS
KEEP CONDUCTING SURVEY UNTIL POSITIVE CHANGES CAN BE MADE IN THE SYSTEM
COULD BE SHORTENED
TOO SHORT A TIMEFRAME [TIME PERIOD] TO ACCURATELY CAPTURE MOST OF THE PROBLEMS THAT OCCUR PERIODICALLY. AIR CARRIER X, WITH WHICH RESPONDENT WORKS, NOW HAS A FLIGHT MONITORING SYSTEM, FOQA (FLIGHT OPERATIONS QUALITY ASSURANCE), RESPONDENT BELIEVES THIS/SIMILAR SYSTEM SHOULD BE USED BY ALL AIRLINES AS IT SHOULD IMPROVE AVIATION SAFETY AND ALSO COMPLEMENT STUDIES SUCH AS
I DON'T KNOW WHERE THIS (THE SURVEY) IS GOING.
IT'S GOOD THING THAT WE ARE DOING.
[AIRPORTS X AND Y] ARE NOTORIOUS FOR CHANGING YOUR ARRIVALS AND YOUR RUNWAYS AND THIS COMPROMISES SAFETY BECAUSE YOU HAVE TO EITHER REPROGRAM YOUR COMPUTER, REBRIEF THE ARRIVAL AND THE APPROACH PLATES, RESET YOUR NAVAGIATION AIDS AND THIS IS USUALLY BELOW 18000, AND SOMETIMES 10,000 FEET WITH A 2 PILOT CREW AND HIGH DENSITY OF AIRCRAFT- THIS LEADS YOU TO COMPROMISING SOMETHING. BECAUSE AT THIS LEVEL YOU ARE RUNNING INTO THE SUNDAY DRIVERS OR THE WEEKEND WARRIORS, AND THIS BECOMES A PAIN, IT TAKES AWAY YOUR ATTENTION FROM OTHER DETAILS AND FROM RUNNING A SAFER AIRCRAFT
ASK MORE QUESTIONS ABOUT WHAT HAPPENED IN SEPTEMBER, SURVEY SHOULD GET A FEEDBACK ON THE SECURITY SYSTEM
HARD TO GIVE ACCURATE PICTURE IN LAST 60 DAYS
RESPONDENT FELT IT WAS A LITTLE LENGTHY.
GO BEYOND 60 DAYS
THE LETTER SENT PRIOR TO THE INTERVIEW SHOULD CONTAIN SOME HINT OF WHAT KINDS OF QUESTIONS WILL BE ASKED IN THE SURVEY. IF I HAD SOMETIME TO THINK ABOUT THESE ISSUES, MY ANSWERS WOULD HAVE MORE VALUE TO THE STUDY AND NOT SKEW THE RESULTS.
IT WOULD BE A GOOD IDEA TO GIVE SURVEY EVERY TIME PILOTS GET PHYSICAL, MAYBE A SHORTER VERSION
I FEEL THAT MORE SECURITY SHOULD BE IN THIS STUDY.
DURING LAST 30 DAYS FLIGHT TIME WAS REDUCED 25% BECAUSE OF EVENT X.
CONTROLLERS TALKING ON TWO DIFFERENT FREQUENCIES. VHR IS NEW TECHNOLOGY THAT ALLOWS ATC TO OVERRIDE EVERYONE ELSE AND IT SHOULD BE USED.
QUESTIONS ARE VERY POINTED
TIME FRAME TO SHORT
PASSENGER HEALTH ISSUES AND FREQUENCY CONGESTION
ENJOYED PARTICIPATING AND HOPE I HELPED
MAYBE YOU CAN DO THIS SURVEY ON THE INTERNET YOU COULD SAVE TIME AND MONEY INSTEAD OF CALLING. ALSO YOU NEED TO EXPAND YOUR TIMEFRAME. EXAMPLE 90 DAYS OR 120 DAYS COULD GET MORE DATA.
BORING, BECAUSE MOST OF THE EVENTS ASKED ABOUT NEVER HAPPEN.
PERIOD SHOULD BE LENGTHENED ON BROADER EMERGENCIES TO 6 MONTHS
BRINGS UP SOME IMPORTANT QUESTIONS, MAKES PILOTS THINK ABOUT IMPORTANT MATTERS
MORE ACCURATE ANSWERS ON STATISTICAL INPUTS, I.E., NUMBER OF HOURS OR LEGS FLOWN COULD BE PROVIDED IF LETTER INDICATED KIND OF INFORMATION EXPECTED DURING THE INTERVIEW; OR ALTERNATIVELY, IF DONE BY MAIL/INTERNET.
FREQUENCY CONGESTION AND POOR RUNWAY MARKINGS CAN CAUSE RUNWAY INCURSIONS ,I FEEL THIS AREA NEEDS TO BE ADDRESSED.

D5A
MY OPINION OF SENIOR MANAGEMENT IS THAT THEY ARE MORE PROFIT ORIENTED VS. SAFETY ORIENTED. THEY WANT TO BE SAFE UNLESS IT COSTS THEM MONEY.
I TOOK PART IN A GOLF TOURNAMENT PUT ON BY OUR COMPANY WITH ATC PERSONNEL AND PILOTS. I PLAYED WITH THE HEAD OF COMPANY X, AND IT WAS A WONDERFUL OPPORTUNITY TO ASK QUESTIONS ONE-ON-ONE IN A FRIENDLY SITUATION. I WAS ABLE TO GET GOOD, TRUTHFUL INFORMATION. MAYBE NASA SHOULD SPONSOR A GOLF TOURNAMEN--IT PROVIDES AN EXCELLENT OPPORTUNITY FOR PILOTS AND ATC TO TALK TOGETHER.T
I LIKED OLD NASA SAFETY FORMS. PROBABLY WITH ASAP PROGRAMS, IF 1 OF 2 PILOTS DON'T REPORT IN 24 HOURS HE LOSES IMMUNITY AND OTHER FEELS AS THOUGH HE'S THE BAD GUY
BETTER IF DONE ON THE INTERNET.
ANOTHER THING THAT HAPPENS IS AIR TRAFFIC CONTROL ATTEMPTING TO MAKE US FLY FASTER WITHIN THAT 10 MILE DISTANCE MORE THAN WE SHOULD AND ANOTHER IS WHEN APPROACH CONTROLLERS ATTEMPT TO HAVE US ACCEPT VISUAL APPROACH CLEARANCES WHEN IN MY MIND THEY SHOULD JUST CONTINUE DOING THEIR JOGS--I SEE THAT A LOT--SPECIFICALLY APPROACH CONTROLLERS.
WOULD HAVE PREFERRED TO DO THE SURVEY IN WRITING OR THE INTERNET AT HIS CONVENIENCE
GENERAL CLEARENCE QUESTIONS NEED TO BE MORE SPECIFIC THERE ARE SO MANY AIRPORTS (LARGE) WHERE AIRSPEED ARE DICTATED TO YOU, WHERE YOU MIGHT NOT FLY THAT SPEED
SIMPLISTIC QUESTIONS PLEASE
GOOD SURVEY
INTERNET USE FOR THE SURVEY
IT SEEMS PRETTY THOROUGH.
TO SHORT A TIME FRAME ,SHOULD AT LEAST BE A 12 MONTH
WANTS IT POSTED ON THE INTERNET
ASK IF PILOTS SHOULD BE ARMED IN THE COCKPIT?
HOW WILL PILOTS RECEIVE INFORMATION ABOUT THE RESULTS OF THIS STUDY AND WHO WILL IMPLEMENT THE DESIRED SAFETY CHANGES?
THE SURVEY IS VERY GOOD AND EVERYONE HAS BEEN CORDIAL
ASKING QUESTIONS THAT REQUIRE ONE WORD ANSWERS, DOES NOT GIVE A FULL EXPLANATION.
R FEELS SURVEY VERY GOOD, COVERED MOST AREAS OF CONCERN
SIXTY DAY WINDOW IS TOO SHORT A STUDY PERIOD
WHY IS IT LIMITED TO 60 DAYS? A QUESTION OR TWO SHOULD ASK HAVE THERE BEEN ANY EXPERIENCES THAT STANDS OUT WITHIN THE LAST YEAR THAT YOU ENCOUNTERED?
THE FAA IS A SERIOUS PROBLEM. THEY ARE USELESS IN THEIR RULES AND REGULATIONS. A LOT OF RETAILATION FOR PEOPLE WHO TRY TO DO THE RIGHT THINGS.
NEED TO DO SURVEY BY MAIL OR BY INTERNET
LOOKS FORWARD TO SURVEYS LIKE THIS BECAUSE IT UPDATES CREW MEMBERS.
INCREASED THE TIME FRAME TO 180 DAYS WHICH WOULD HAVE RESULTED IN DIFFERENT ANSWERS
MAINTENACE FLIGHT CONTROLLERS SHOULD BE PROHIBITED FROM FLYING IN THE COCKPIT OF ANY 121
NEED TO HAVE US VERIFY WHO INTERVIEWERS ARE
VERY GOOD BATCH OF QUESTIONS
IT WAS A GOOD ONE.
60 DAYS NOT ENOUGH TIME TO GET ACCURATE SAFETY INFO
R SAID BECAUSE HE HAS ONLY 11 LEGS THIS WAS NOT A TRUE INDICATION OF HIS FLYING
EXTENDED THE RECALL PERIOD
HAVE AT END OPEN QUESTION
CONDUCT SURVEY ON THE INTERNET

D5A
YOU COVER THE QUESTIONS VERY WELL. AIR TRAFFIC CONTROL MAKES YOU ATTEMPT TO DO THINGS THAT THE AIRPLANES ARE NOT CAPEABLE OF DOING, LIKE FLYING HIGH AND TRYING TO LAND FAST. THIS OCCURS AT A LOT OF THE BUSY AIRPORTS: AIRPORT X, AIRPORT X, AND AIRPORT X. IN LOCATION X THEY TELL YOU HOW FAR YOU ARE FROM THE AIRPORT SO YOU KNOW HOW FAST YOU HAVE TO GET DOWN, IN THE US THE AIRTRAFFIC CONTROLLERS CAN'T GIVE YOU THAT INFORMATION BECAUSE THEY ARE TOO BUSY.
WEATHER QUESTIONS SHOULD BE ASKED THRU WINTER SEASON
SHOULD TALK ABOUT THE FEDERAL FLIGHT DECK PROGRAM
SURVEY VERY NICELY DONE
WHEN DOING SURVEY WITH A PERSON, YOU CAN ASK ANY QUESTIONS ABOUT THE QUESTIONS--CAN'T DO THAT ON THE INTERNET.
ATC SYSTEM IS OVERWORKED, I FEEL AS SOON AS THEY SWITCH TO GPS AND DIGITAL CLEARANCE AND SEPARATION IT WILL BE A LOT BETTER.
FEELS STRONGLY THAT FUTURE SURVEYS SHOULD FURTHER EXPLORE THE ISSUE OF CRM TRAINING
PEOPLE WITH CALLER ID NEEDS TO SEE NASA FOR THIS CALL.
SOME OF THE QUESTIONS ASKED WOULD HAVE BEEN PROBLEMS FOR AN INEXPERIENCED PILOT, BUT SINCE HE HAD 18000 HOURS HE HAD NO PROBLEMS!
KEEP UP!
SURVEY ATC, RADAR, AND SYSTEM IN LOCATION X
1. AS FAR A SECURITY IS CONCERNED, THEY NEED TO LOOK INTO SCANNING ALL BAGS THAT GO INTO THE COCKPIT OR CARGO HOLD. 2. THE TIME WINDOW IS TOO SHORT. IT SHOULD ASK ABOUT THE LAST YEAR. I HAVEN'T HAD ANY OF THE SERIOUS SAFETY INCIDENTS OCCUR IN THE LAST 90 DAYS, BUT I COULD TELL YOU ABOUT A [REPORTABLE OCCURRENCE] I HAD IN THE COCKPIT THAT HAPPENED [IN A DIFFERENT TIME FRAME]. MOST PILOTS WILL HAVE EXPERIENCED SOMETHING SERIOUS WITHIN A YEAR BUT NOT NECESSARILY WITHIN THE
QUESTIONS WELL DONE. LOT OF RESPECT FOR NASA FOR DOING SURVEY
SURVEY WAS WORDED VERY WELL, THE RESPONDENT ALSO EXPRESSED THANKS FOR [INTERVIEWER'S]
PILOTS WOULD LIKE RETIRING AGE TO BE RAISED FROM AGE 60 TO AGE 65. THIS IS A BIG CONCERN OF MAJORITY OF PILOTS.
I HOPE THEY CAN REWORK AIR SPACE IN LOCATION X FOR ARRIVAL AND APPROACH CORRIDORS
CONTROLLER WORKING MULTIPLE FREQUENCY.
THIS WAS A VERY GOOD IDEA, NASA NEEDS THE PILOTS' INPUT
SURVEY VERY WELL DONE
THE SURVEY SHOULD COVER A 12 MONTH SPAN
ATC PURSUIT OF EFFICIENCY COMBINES SEVERAL CLEARANCES WHICH MAY NOT BE CLEAR. LAST SERIES OF QUESTIONS ABOUT SAFETY, COMPROMISED MEANS WORKLOAD IS INCREASED & TAKES FOCUS AWAY SHOULD THERE BE A PROBLEM
VERY GOOD SURVEY
QUITE OFTEN YOU GET THE SITUATIOJN THAT IT'S US VERSUS THEM(ATC) AT TIMES THE ATC CONTROLLERS SEEM TO GIVE US ARBITRARY REQUIREMENTS WHICH CAN ADD UP TO 1000 POUNDS OF FUEL. IF I UNDERSTOOD MORE AND HAD MORE INFORMATION FROM THE CONTROLLER, IT WOULD BE FINE. LOCATION X HAVE ONE GUY FOR ON THE GROUND AND IN THE AIR.
RECALL PERIOD SHOULD BE EXPANDED
SURVEY SHOULD COVER LONGER PERIOD OF TIME / WRITTEN SURVEY WOULD BE MORE ACCURATE
TIME SHOULD BE LONGER THAN 60 DAYS.
GREAT THAT YOU'RE DOING THIS SURVEY
WANTS AN EASY WAY TO IDENTIFY CREW MEMBERS, THUS AVOIDING STRESS ASSOCIATED WITH CURRENT SECURITY PROCEDURES

D5A
INTERVIEWER WAS VERY PLEASANT AND PERSISTANT IN CALLING BACK IN A PROFESSIONAL WAY. IT MADE US WANT TO CALL HIM BACK.
WHY NOT ASK ABOUT LAST 90 DAYS
A LOT OF THE STUFF I GUESSED BECAUSE IT DID'NT HAPPEN RECENTLY. IF YOU SENT A SURVEY WHERE WE TRACKED FOR SIXTY DAYS IT WOULD BE MORE ACCURATE.
R SAID MORE MUST BE DONE WITH SECURITY AND FOCUS ON THIS [REDACTED BECAUSE OF POSSIBLE IMPLICIT
I'M ANXIOUS TO SEE WHAT YOU COME UP WITH. NASA ALWAYS DOES GREAT SLEEP STUDIES.
THE TIME LAG BETWEEN PILOT REQUESTING ALTITIUDE CHANGE AND RECEIVING CLEARANCE TO DO SO. SOMETIMES IT IS WAY TOO LENGTHY.
ALSO, SINCE MOST CIVLIAN AIRCRAFT TODAY HAVE FMC IT WOULD MAKE MUCH MORE SENSE FOR ATC TO GIVE MORE DIRECTS AND LET THE TECHNOLOGY DO WHAT IT'S SUPPOSED TO DO RATHER THAN GIVE MULTIPLE DIRECTIONS THAT END UP AT THAT POINT.
I SUGGEST A TIMEFRAME OF 6 MONTHS, NOT 60 DAYS
INTERNATIONALLY LANGUAGE IS A PROBLEM BETWEEN COMMUNICATION WITH A T C AND PILOTS
THE ONLY THING THAT DIDN'T COME UP WERE THE LONG HOURS AND SLEEP DEPRIVATION--OUR FLIGHT FLIES DIRECTLY TO [FOREIGN LOCATION] AND THAT'S A 16 HOUR FLIGHT--AND WE GENERALLY LEAVE AT THE WRONG TIME--LATE EVENING US TIME.
WOULD LIKE TO HAVE OPPORTUNITY TO EXPLAIN SITUATION---LIKE QUESTIONS ON SITUAIONAL AWARENESS. MAYBE HAVE A SCALE TO RATE THAT.
SURVEY SHOULD BE GIVEN OVER THE WEB
EUROPEAN COUNTRIES DO A GREAT JOB. IN SOUTH AMERICA THE ONLY REASON IT WORKS IS THAT THE EQUIPMENT WORKS--OTHERWISE IT WOULD BE A DISASTER. OUR SYSTEM CHOOSES TO LOOK THE OTHER WAY.
NEED TO BE CONTINUITY IN REGS BY AIRLINES IE; TURNING ALL LIGHTS ON PRIOR TO TAKEOFF
GLAD THERE IS INTEREST
THERE SHOULD BE "CREWMEMBER" QUESTIONS ASKED, AND AN IDEA ON HOW WELL THE CREWMEMBERS WORK TOGETHER
60 DAY PERIOD WOULD HAVE RESULTED IN DIFFERENT RESPONSES
WE HAVE TOO MANY AIRPLANES AND NOT ENOUGH RUNWAYS, RAMPS, ETC. IT'S JUST A MATTER OF TIME WHEN WE'RE BACK TO PRE-9/11 CONGESTION. IT'S BUMPER TO BUMPER LEAVING FROM [AIRPORT X] AND GOING TO SOUTH AMERICA. WHERE WEATHER IS CLEAR A LOT IS WHERE THERE'S THE WORST CONGESTION. IT'S JUST A MATTER OF TIME BEFORE THERE IS A HORRENDOUS COLLISION BETWEEN TWO COMMERCIAL AIRCRAFT WITH MANY PASSENGER FATALITIES. THERE ARE WAY TOO MANY AIRPLANES AND THE SITUATION IS
WOULD LIKE THIS TO HAVE THIS DONE ON THE INTERNET...
16 HOUR RULE AND HOW IT IS INTERPRETED; INTERNATIONAL RULES VS DOMESTIC RULES;
HOW MANY TIMES HAVE YOU EVER GOTTEN LOST IN AN AIRPORT DUE TO POOR RUNWAY OR TAXIIWAY MARKINGS, DUE TO MIS- COMMUINCATIONS OF A.T.C
SOUNDS LIKE A GOOD SURVEY
EXCELLENT PROGRAM AND SHOULD BE EXPANDED.
THE QUESTIONS WERE MOSTLY DOMESTICATED AND RRESPONDENT FLIES INTERNATIONAL, SO HE DOESN'T KNOW IF HIS DOING THE INTERVIEW HELPED.
TREATMENT GIVEN TO NON WHITE PILOTS IS VERY DISTRESSING AND HUMILIATING AND 200% OVER KILL.
ALL OF THE SECURITY MEASURES THE HAVE BEEN INACTED SINCE EVENT X ARE B.S., WHEN PUT IN PERSPECTIVE WITH THE RISK THAT I HAD IN REGARDS TO GOING TO THE AIRPORT PARKING LOT.
SUGGEST TIMEFRAME OF 1 YEAR…SHOULD BE EASY TO RECALL
IF YOU USED A LONGER SAMPLING SURVEY TO GO BACK TO 6 MONTHS.
WHAT IS THE PURPOSE OF THIS SURVEY, JUST TO PUBLISH A REPORT.

D5A
INTERNET VERY GOOD IDEA
DOES THE CURRENT SCREENING OF FLIGHT CREWS UPSET YOU, AND TO WHAT DEGREE? HOW OFTEN 1-10, NOTING THAT THIS DOES AFFECT HUMAN ERROR WHEN IT COMES TO THE PILOTS ABILITY TO SAFELY OPERATE THE AIRCRAFT, WHEN FIRST GETTING TO THE AIRCRAFT AFTER BEING INSPECTED BY SECURITY. ONE MORE LINK IN THE CHAIN WHERE THE PILOT IS SIDETRACKED HAD HE NOT BEEN INFURIATED.
DO THE SURVEY OVER THE INTERNET
REST FACILITIES ARE INADEQUATE. THE SECOND BIGGEST TREND IS THAT AIRCRAFT HANDLING SKILLS OR PILOT SKILLS HAVE DETERORIATED. TOO MUCH REGULATION AND INFUSED ON PROCEDURE. EXPERIENCED PILOTS ARE NOT ALLOWED TO USE GOOD JUDGEMENT. VERSES MANDATED PROCEDURES
MOST THESE DON'T OCCUR BUT OVER THE COURSE OF A YEAR OR TWO THEY MAY HAPPEN
IT'S ONE THING TO HAVE PEOPLE WHO KNOW HOW TO ASK SURVEY QUESTIONS AND ANOTHER TO HAVE NASA PERSONNEL RIDE ALONG. ACTUALLY, SO MANY OF THE QUESTIONS ARE OPEN TO INTERPRETATION AND NOT REALLY FINITE.
ID LIKE TO SEE UPGRADING OF THE ATC COMPUTER SYSTEM.
CONTROLLERS ARE NOT MAKING SURE THAT PLANES THAT THE HAVE GIVEN CLEARANCE TO ARE LANDING ON THE ASSIGNED RUNWAYS.
TIME SHOULD BE EXPANDED TO A YEAR ,YOU WOULD GET BETTER DATA
AIR CARRIER X IS ALSO DOING A SIMILAR THING LIKE NASA IN HAVING THE PILOTS TELL ON THEMSELVES WHEN THEY DO SOMETHING WRONG. R MENTIONED THIS IN THE BEGINNING OF THE INTERVIEW.
THEY WERE INTERESTED IN RUNWAY EXCURSIONS. LACKED PSYCHOLOGICAL QUESTIONS I FEEL THAT ATC DOES A FAIRLY GOOD JOB, BUT THE AIRLINES ARE PUSHING A LITTLE ABOUT CREW COMPLIMENT CROSSING MULTIPLE TIME ZONES WITHOUT EXTRA CREW TO RELIEVE ME. IF I HAVEN'T HAD A BREAK IN 8 OR 9 HOURS, IT'S
SLOT PROBLEMS AT HIGH DENSITY AIRPORTS ARE A BIG PROBLEM-BIG AIRPLANES AT AIRPORTS WITH NARROW RUNWAYS.
LARGER PERIODS OF TIME MAY RESULT IN YES ANSWERS.
COULD BE DONE OVER INTERNET
60 DAYS RECALL TIME
ATC ROUTING ASSIGNMENTS AND CLEARANCE FORMATS; GIVING FIXES THAT CROSS OTHER AIRWAYS.
TAXI RELATED ITEMS -TAXIWAY CONGESTION [AT AIRPORT X], AND PROXIMITY OF FUEL TRUCKS AND OTHER ASSOCIATED VEHICLES IN THE JETWAY AREA IN PARALLEL CONCOURSES
KEEP UP THE GOOD WORK
DO IT OVER INTERNET
IT COULD HAVE BEEN MAILED OUT
HOW DO I KNOW YOU ARE WHO YOU SAY YOU ARE. I GAVE HIM BOTH NOAMS PROJECT MANAGERS NAME AND NUMBERS
I HAD A MECHANICAL PROBLEM WITH MY COMPONENT X. IT WAS A BIG MISTAKE TO HAVE THE AIRCRAFT CLEARED TO FLY WITH AN INOPERABLE COMPONENT X. I WISH THEY WOULD DISREGARD ON-TIME DEPARTURE AND FOCUS ON SAFETY.
IT'S TAKEN A LONG TIME TO INSTALL SECURE, BULLETPROOF COCKPIT DOORS. SINGLE BEST THING TO DO FOR SECURITY IS TO ARM THE PILOTS.
SHOULD DIFFERENTIATE BET. DOMESTIC & INTERNAT'L FLIGHTS. ALSO, NASA SHOULD GO TO LINE PILOTS TO DEVELOPE SURVEY
INTERNATIONAL PILOT SURVEY, PASSENGER SECURITY -ONLY THOSE WITH PASSES
YOU ARE VERY PROFESSIONAL
MULTIPLE APPROACHES INTO AIRPORTS WITH CROSSING RUNWAYS,VERY UNSAFE
I GREATLY APPRECIATE YOUR DOING THIS STUDY AND HOPE THAT SOMETHING COMES OUT OF IT.

D5A
THEY NEED TO REALLY GET INTO THE FATIGUE FACTOR.
WAY TO GO NASA, PILOTS DO THE WORK THAT WE DO IF GIVEN TO US ACCURATELY CAN IMPACT THE AVIATION INDUSTRY FOR THE BETTER
COVERS A LOT OF THE WRONG INFO, SHOULD COVER WHY COMPANIES ARE CUTTING CORNERS WITH SAFETY, SO MANY LITTLE RJ'S CLOGGING ARTERIES OF TRANSPORTATION SYSTEM, MUST BE RESTRICTED
IT SEEMS IT WOULD BE EASIER TO DO THIS OVER THE INTERNET AS MUCH AS I'VE ENJOYED TALKING TO YOU.
WOULD LIKE FOR NASA TO CONDUCT STUDIES ON PILOT FATIGUE AND ENDURANCE LIMITS IN RELATION TO AIR SAFETY, SCHEDULING AND PERFORMANCE RATINGS
R SAID THERE ARE A LOT OF CONFLICTING FAR'S. FATIGUE IS A BIG ISSUE.
HAVE LONGER THAN 60 DAY WINDOW
CLEARED FOR VISUAL APPROACH WTHOUT HAVING RUNWAY IN SIGHT
GLAD WE'RE DOING IT
THE WINDOW SHOULD COVER MORE TIME, VERY UNEVENTFUL IN 60 DAYS VERSUS A YEAR
R SAID THAT R SHOULD KNOW THE BEGINNING QUESTION, EX. HOW MANY HOURS FLOWN.HOW MANY LEGS, WOULD BE MORE ACCURATE
SURVEY SHOULD COVER MORE THAN 90 DAYS TO CAPTURE EVENTS THAT HAPPEN BEYOND THAT TIMEFRAME
SHOULD GO BACK ABOUT 12 MONTHS FOR SURVEY.
WE SHOULD ASK ABOUT SMALLER DETAIL LIKE MORE COMMON OCCURANCES. WE ASK ABOUT THINGS THAT ARE NOT COMMON (COULD NOT COME UP WITH AN EXAMPLE). CLEARANCES FROM CONTROLLERS NOT GIVEN IN A TIMELY FASHION. CONTROLLERS ARE OFTEN ASSIGNED TO MORE THAN ONE FREQUENCY AND THIS IS A PROBLEM. OFTEN THEY DO NOT HEAR OUR TRANSMISSION - THIS SHOULD BE CORRECTED. THERE ARE NOT ENOUGH CONTROLLERS OUT THERE. YOU HEAR SOMEONE ASK A QUESTION AND YOU WANT TO ASK ONE, YOU WAIT UNTIL YOU HEAR A RESPONSE BEFORE YOU KEY IN -THIS IS A SMALLER POINT THAT NEEDS TO BE DEALT WITH. OVERALL THE SYSTEM IS GOOD IT WORKS WELL, BUT HAS SOME ROUGH EDGES.
SOME OF THE QUESTIONS ARE VERY VAGUE AND NEED CLEARER DEFINITION. THEY NEED TO BE WORDED JUST A LITTLE DIFFERENTLY
STABLIZED APPROACH ARE SOMETIMES BORDERLINE DUE TO AIRSPEED REQUESTED IN WEATHER CONDITIONS
ATC CONTROL OPERATING MULTIPLE FREQUENCY
I THINK YOU WOULD GET A BETTER RESPONSE IF YOU MAILED THE SURVEY
THIS IS CORPORATE FLYING ON AS PART 91.
I'M GLAD YOU'RE DOING THIS.
THE SURVEY NEEDS TO BE LONGER THEN 60 DAYS
SHOULD BE SHORTER TIME PERIOD. 60 DAYS IS TOO LONG OF A TIME PERIOD, MAYBE THIRTY DAYS.
SOME OF THE QUESTIONS NEED TO BE CHANGED, THE ONE ABOUT CLEARANCE AND AIRSPEED CHANGES ARE A DAILY OCCURRENCE, RUNWAY CHANGES AND ALTITUDE RESTRICTIONS HAPPEN LESS OFTEN.
DO MORE OF THESE SURVEYS
VERY SUPPORTIVE OF NASA RESEARCH
USE THE INTERNET
ADD THIS QUESTION TO SURVEY: HAVE YOU DONE A GO-AROUND IN THE LAST 30 DAYS DUE TO TRAFFIC CONGESTION?
PROBLEM IS ON THE RAMP-- FOREIGN AIRPORTS ARE MORE ORGANIZED-MORE PEOPLE - ON THE RAMP--ALWAYS BAGGAGE CARTS, CATERING TRUCKS HERE BUT [FOREIGN AIRPORT REFERENCES] HAVE GUIDING LIGHTS--RAMP ENVIRONMENT IN US IS HORRIBLE. WE CAN'T SEE THEM--NEED FLAG PEOPLE AND GET RID OF CARTS AND TRUCKS, AND LAVATORY TRUCKS.
THANK YOU FOR YOUR TIME!
THE SURVEY SHOULD BE MORE THAN A 60 DAY TIME PERIOD

D5A
MANY QUESTIONS TOO COMPLICATED
YOU DID A REALLY GOOD JOB
DO WE HAVE TO CONTINUE SAYING IN THE LAST NINETY DAYS
GOOD SURVEY
MOST DEMANDING PART OF RESPONDENT CAREER IS DEALING WITH LANGUAGE BARRIERS AND POORLY TRAINED FOREIGN CONTROLLERS
SURVEY IS GOOD BUT INTERNATIONAL CONTROLLER INTERACTIONS SHOULD BE CONTROLLED
HAVING SEVERE WEATHER. HARD TIME GETTING A HOLD OF HF COMMUNICATION, HUGE PROBLEM IN NON-FMS EQUIPMENT IN LOCATION X, LOCATION X, AND LOCATION X. NOT EVERYONE HAS FMS.
IT WOULD BE NICE TO HAVE A HARD COPY TO BE PLACED ON INTERNET SO WE COULD FILL IT OUT AND GIVE US A CHANCE TO THINK ABOUT THINGS.
SEEMS NORMAL TO ME
INVESTIGATION OF SLEEP PATTERN, CIRCADIAN RHYTHM, PILOT FATIGUE AND HOUR THESE IMPACT ON AIR
MORE RELATED TO EVENTS THAT HAPPENED TO SEPT 11 EVENTS
60 DAY WINDOW IS NOT GOOD FOR ACCURATE DATA
I WOULD BROADEN IT, RATHER THAN THE LAST 60 DAYS. YOU'RE LOOKING FOR PROBLEMS THAT HAVE BEEN ISSUES WITHIN THE PAST YEAR BUT NOT THE LAST 60 DAYS. YOU'RE LIMITING THE AREAS BY FOCUSING ON THE PAST 60 DAYS. THE TIME PERIOD IS TOO COMPRESSED TO GET GOOD INPUT.
JUST A COMMENT THAT THE HF SYSTEM THAT WE RELY ON OVER THE WATER AT TIMES IS HARD TO GET. THIS ISN'T A SAFETY PROBLEM, JUST A LAPSE IN COMMUNICATIONS BUT IT'S BECAUSE IT'S AN OLD SYSTEM.
NEED TO ADDRESS INEFFICIENCIES WITH HANDLING AIR TRAFFIC, ESPECIALLY DIVERSIONS DURING GOOD WEATHER AND USING RESERVE FUEL
SECURITY ISSUES RELATED TO LUGGAGE IN THE BELLY OF THE AIRCRAFT - CONCERN ABOUT AMOUNT OF SCREENING BEING DONE
DO THE SURVEY DURING THE WINTER MONTHS BECAUSE THAT IS WHEN HYDROPLANEING, ICING AND WIND FACTORS OCCUR.
GLAD TO BE A PART OF WHAT YOU'RE TRYING TO DO.
MAY NOT BE GETTING AN ACURATE SAMPLE BECAUSE PILOTS WITH SERIOUS ISSUES MAY BE RELECTANT TO PARTICIPATE IN THE STUDY
I SUGGEST TIMEFRAME OF 12 MONTHS RATHER THAN 60 DAYS-RESULTS MIGHT BE MORE VALID
AIRCRAFT APPROACH, LANDING, HOLD SHORT AND CLEARANCE PROCEDURES ARE WORST AT LOCATION X AND LOCATION X AIRPORTS
THINK IT IS GOOD
AS A PILOT YOU FLY ALOT OF LEGS ITS HARD TO REMEMBER THEM ALL.
I WOULD LIKE TO SEE MORE QUESTIONS ON PERTAINING TO SECURITY PROBLEMS WITH FLIGHT CREWS. THIS IS ONE OF OUR MAJOR PROBLEMS.
I'D REALLY LIKE TO GET THE RESULTS
THE SURVEY COULD BE DONE ON-LINE.
WOULD PREFER GREATER TIME FRAME, TO INCLUDE ADDITIONAL OCCURRENCES
COULD DISREGARD WHOLE CATEGORIES OF QUESTIONS
SEND CANDY TO RESPONDENT
COULD HAVE ASKED MORE QUESTIONS ABOUT T-CAS ADVISORY
YOU ARE LOOKING AT 2 MONTH OR 60 DAYS COMMENTS. YOU COULD HAVE GOTTEN MORE POSTIVE ANSWERS HAD WE BEEN LOOKING AT A 3 MONTH TIME PERIOD INSTEAD.
NASA DOES A GOOD JOB IN MONITORING EVERYTHING.
THE PROBLEM OF SAFETY IS NOT SO MUCH IN THE EQUIPMENT AS IT IS IN THE PILOTS WHO OPERATE THEM.

D5A
IT WOULD PROBABLY BE EASIER TO DO ON THE INTERNET-IF THERE WAS JUST A FORM THAT WE COULD JUST CLICK ON
I THINK PILOT FATIGUE IS THE FOREMOST CAUSE OF SAFETY PROBLEMS.
KEEP UP THE GOOD WORK.
I THINK WHAT NASA IS DOING ABOUT SAFETY GOALS IS EXCELLENT. WHAT WE SEE IN THE NEWSLETTER HELPS US TO LEARN TO AVOID WHAT HAS HAPPENED TO OTHERS.
SURVEY DOESN'T APPEAR TO AFFECT THE QUALITY CONTROL OF THE AIR TRAFFIC CONTROL. THE SITUATIONS ARE TOO SEVERE.
THE SYSTEM IS NOW WORKING AT OPTIMUM CAPACITY SINCE SEPTEMBER 11 DUE TO THE REDUCTION OF FLIGHTS OVERALL.
VERY DISSATISFIED WITH THE INADEQUATE AIRPORT RUNWAY CONFIGURATIONS AT LARGE AIRPORTS AT [AIRPORTS X, Y, AND Z], RUNWAYS TOO SHORT, PASSENGERS TAXED AT HIGH RATES, BUT MONEY IS NOT BEING PUT INTO INFRASTRUCTURE, NOT ENOUGH CONCRETE
VERY GOOD IDEA
PLEASE ASK OTHER PILOTS ABOUT THE CARGO PLANE SITUATION. IT IS SO GOOD THAT YOU ALL ARE DOING THIS BECAUSE WE ALL WANT TO BE SAFE IN THE SKY.
MOST OF THE QUESTIONS AREN'T RELEVENT TO 2004 PROBLEMS - COULD ASK ABOUT FATIGUE, DUTY DAYS. IF ONE ANSWERED YES TO SOME OF THE QUESTIONS, ONE WOULDN'T STILL BE FLYING
COMUNICATE MORE WITH A LARGE GROP OF PILIOTS .LET THEM HAVE INPUT TO MAKE UP QUESTIONS
RESPONDENT SAID THAT THE WINDOW SHOULD BE LONGER. RESPONDENT SAID WILL GET MORE DATA. RESPONDENT FLIES INTERNATIONAL AND SAYS FAA MANDATE SATELLITE COMMUNICATIONS. RESPONDENT ALSO SAID FOR A POSITIVE COMMENT ASAP IS MUCH BETTER.
MORE HUMAN FACTORS IN THE SURVEY
60 DAYS IS NOT A BROAD ENOUGH PICTURE. 3-6 MONTHS WOULD BE A BROADER PICTURE
THE ANWERS GIVEN WAS FOR ONE TRIP PILOT HAD IN THE LAST 60 DAYS
IF THE SURVEY WOULD HAVE BEEN LONGER THAN THE LAST 90 DAYS AND I WOULD HAVE FLOWN IN THE LOCATION X AREA I PROBERLY COULD HAVE HAD SOME PROBLEMS DUE TO THE CONGESTION IN LOCATION X -
LIKE TO SEE THIS ONLINE
99% OF MY ANSWERES WERE 0 BECAUSE I FLY INTERNATIONALLY, WE NEED TO SPEAK TO DOMESTIC CARRIERS FLYING THE SMALLER AIRPLANES. LIKE PART 135 PEOPLE , THE COMMUTERS. THE INADEQUACIES OF THE AIR TRAFFIC CONTROLERS CAN BEST BE IDENTIFIED BY PILOTS WHO FLY DOMESTIC
THERE ARE GREAT DISCREPANCIES BETWEEN GROUND CONTROL AND TOWER CONTROL IN GUIDING AIRCRAFT ON THE RUNWAYS.
THE SURVEY SHOULD ASK MORE TCAS QUESTIONS OF PILOTS. SECURITY DOESN'T SEEM AUTHENTIC. SEEMS LIKE SECURITY IS "JUST FLUFF"
EXCELLENT
WINDOW SHOULD BE WIDER THAN 60 DAYS, CHECK COMPANY RECORDS
NINETY DAYS IS NOT ENOUGH TIME , WHY ONLY THE LAST THREE MONTHS, IT DOSEN'T MAKE MUCH SENSE TO ME. IT SEEMS THAT A YEAR WOULD BE A BETTER TIME FRAME.
PILOT FATIGUE CONSTANT FACTOR IN A PILOTS LIFE, MOST QUESTIONS HAPPENED IN A LIFE TIME NOT IN 90 DAYS, CONFLICT WITH CREWMEMBERS,
THE CURRENT CLIMATE OF THE AIRLINE. THEIR FINANCIAL SITUATION HAS LED TO A LARGE PERCENTAGE OF THE PILOTS BEING DISTRACTED FROM NORMAL FLYING DUTIES.
DO YOU FEEL THAT OTHER CREWMEMBERS WERE SUFFIANTLY QUALIFIED AND TRAINED
60 DAYS IS SHORT PERIOD OF TIME

D5A
THE GENERAL INPUT OF THE SURVEY IS FINE ACCEPT IT ALMOST UNLESS YOU DON'T BELIEVE WHAT FFA SUPPLIES, IT ALMOST DOUBLE THE INPUT TO THE PUBLIC. ALL THE INFORMATION IS GIVEN TO THE FFA. NASA SHOULD ASK CREWMEMBERS JUST BASIC QUESTIONS. ALLOWING MORE FREE COMMENTS AS TO WHAT CONCERN PILOTS. BY GOING TO THE ASSOCIATION FOR AIRLINE PILOTS AND DO A LINK TO THEIR INTERNET AND LET PILOTS DO A SURVEY OVER THE INTERNET. BASED ON SURVEY IT WOULD INDICATE THAT THE SYSTEM IS FAIRLY SAFE. THE BIGGEST CONCERN IS HOW TO IMPROVE ON THE SAFETY. HOW MUCH MONEY THE CORPORATION IS PUTTING TOWARD THE SAFETY ISSUES OR COVER UP OF PROBLEMS. NOT DOING ANYTHING TO IMPROVE THE ADEQUACY OF THE AIR SPACE. ABSLOUTE LACK OF THE FFA TO MAKE ANY ADJUSTMENT TO THE LAWS. FATIGUE IS A MAJOR ISSUE. HOW MANY TIME DURING THE LAST THIRTY DAYS DID YOU AND THE CREW OPERATE AND WERE TIRED? 80%. LOT OF PRESSUE ON EMPLOYEES TO GET AIRPLANE FROM A TO B. CREW IS UNDER PRESSURE, MAINTENANCE DELAY IS ON CREW TO ACCOMPLISH THIER JOB DAILY. CHOICES HAVE TO BE MADE BY PILOTS AND NOT GET PENALITIES, LAYOFF, PAY ISSUE. FAA IS DOING NOTHING TO HELP THE EMPLOYEES FOR SAFETY
DISTRESS THAT PART 121 IS NOT PART OF THE SURVEY
MOST QUESTIONS WERE REGARDING RARE OCCURANCES,
GREAT WE ARE DOING IT
AIR TRAFFIC CONTROL, WE SHOULD ALWAYS USE THE 3-LETTER IDENTIFIERS
AGAINST RVSM
MAYBE THERE SHOULD BE SOME QUESTIONS ASKED THAT DIRECTLY REFER TO PILOTS THAT FLY FREIGHT CARGO AT NIGHT. IF THEY LOOKED THEY WOULD SEE THAT THERE IS A BIG DIFFERENCE FROM 9PM TO 6AM.
A LOT OF THESE QUESTIONS ARE IRRELEVANT DUE TO THE TREMENDOUS IMPROVEMENT IN THE CAPABILITIES OF PLANES THESE DAYS. IT DOES NOT TAKE A BRAIN SURGEON TO BE A PILOT THESE DAYS.
THE TIME RELATIVITY; MAYBE IF YOU COULD EXPAND THE TIME TO 6 MONTHS RATHER THAN 60 DAYS, YOU MIGHT CATCH MORE INCIDENTS.
HAPPY TO DO IT
R SAID HE'S NOT SURE THAT HIS DOING THE SURVEY WILL BE ANY HELP BECAUSE IN THE LAST 90 DAYS HE'S ONLY FLOWN 90 HOURS
INCLUDE A QUESTIN ABOUT PILOT FATIGUE
LENGTHEN THE RECALL PERIOD
IT WOULD BE MOST HELPFUL IF AUTOMATED TERMINAL SERVICE WERE AVAILABLE TO PILOTS SOMEWHERE IN THE MIDDLE OF THE FLIGHT RATHER THAN CLOSER TO THE APPROACH. IT WOULD PUT LESS OF A BURDEN ON BOTH THE PILOT AND ATC IN MAKING CLEARANCE CHANGES. CONTINUE TO IMPROVE GROUND PROXIMITY SERVICES TO THE EXTENT THAT SOME KIND OF AUTOMATED WARNING WOULD BE DISPLAYED SHOWING THE PILOT THAT APPROACH IS NOT BEING PROPERLY FLOWN AND IS TOO CLOSE TO TERRAIN.
TIMEFRAME OF THE SURVEY, MAKE IT LONGER
THE QUESTIONS ARE SKEWED TO MAKE THE AIR SYSTEM LOOK GOOD
FEELS THE SURVEY SHOULD HAVE INCLUDED QUESTIONS ABOUT THE IMPACT OF THE SUDDEN GROWTH IN THE NUMBER OF AIRCRAFTS IN THE AIRSPACE ON AVIATION SAFETY.
R NOTES THAT ONE GETS MIXED-SIGNALS FROM SENIOR MANAGEMENT ABOUT SAFETY CONCERNS, ESPECIALLY AS IT RELATES TO PILOT FATIGUE WHICH OVER THE YEARS HAS BEEN REPEATEDLY MENTIONED AND VERY LITTLE HAS BEEN OR IS BEING DONE TO ADDRESS THIS MAJOR SAFETY ISSUE. FEELS FUTURE SURVEY SHOULD BE DONE AMONG SENIOR MANAGERS AND FOCUS ON ISSUES SUCH AS PILOT FATIGUE; QUALITY OF TRAINING PROVIDED IN TERMS OF CONTENT, DURATION AND INTERACTIVE TRAINING AIDES; ETC
I COULD HAVE HAD BETTER INFORMATION ON LEGS & HOURS IF I HAD A FEW MINUTES NOTICE TO CHECK IT OUT
I FEEL THAT SURVEYS LIKE THIS WON'T HELP UNLESS PILOT CONCERNS ABOUT FULL ACCIDENT DISCLOSURE ARE HEEDED.
R SAID THERE SHOULD BE A QUESTION (DOES SAFETY DRIVE MANAGEMENT DECISIONS?)

D5A
THE 30 DAYS WINDOW IS TOO SHORT. HAD THE WINDOWS BEEN 3 MONTHS, 6MONTHS, OR A YEAR, I WOULD HAVE ANSWERED YES TO MANY QUESTIONS.
I DON'T BELIEVE ANYTHING USEFUL WILL COME OUT OF THIS SURVEY.
DO IT MORE OFTEN, FIND A LOT OF VARYING INFO.
GREAT SURVEY
ATC, AS FAR AS TECHNOLOGY GOES, IS NOT KEEPING UP WITH THE DEMANDS AND THE FLOW OF TRAFFIC.
CREW DUTY REST SURVEYS
RESPONDENT THINKS SURVEY IS PRETTY THOROUGH.
ANOTHER SUGGESTION THAT WOULD BE EXTREMELY HELPFUL ARE GROUND-BASED DOPPLER (REAL TIME) RADAR THAT CAN TRANSMIT WEATHER DATA DIRECTLY TO THE FLIGHT DECK ASSISTING PILOTS IN "SEEING" DURING THUNDERSTORMS AND OTHER BAD WEATHER.
SHOULD CHANGE THE RECALL PERIOD TO MORE THAN 6 MONTHS; MAKE 1 YEAR
ATEST THE COMPUTER GENERATED IS HARD TO UNDERSTAND, WHEN THE HUMAN VOICE GIVES THE INFORMATION THEY GO SO FAST
RRESPONDENT IS DEEPLY DISAPPOINTED THAT THE FAA DOESN'T TAKE A MORE PROACTIVE IN DEVELOPING POLICIES AND PROCEDURES IN PROTECTING THE PUBLIC, CREWMEMBERS FROM THE MANY DANGEROUS SITUATIONS. EXAMPLE: DATE X….A FEW MONTHS PRIOR TO EVENT X, 2 AVIATION INSPECTIORS MET OUR AIRCRAFT ON ARRIVAL IN LOCATION X AND WANTED TO CHECK ON THE NUMBER OF SEATBELT LIGHTS THAT WERE BURNED OUT AFTER CHECKING PILOTS' MEDICALS AND LICENSES. THIS WAS A LUDICROUS USE OF MANPOWER…..THIS IS AN EXAMPLE OF HOW THINGS ARE BEING DONE.
DID A VERY GOOD JOB
MAIL IT OUT, OR SHORTEN IT
LOOK AT RADIO FREQUENCY INTERFERENCE
VERY THOROUGH
SURVEY PILOTS, AMONG OTHER THINGS, TO FIND OUT WHAT THEY ATTRIBUTE PROBLEMS WITH AIRSPACE/TERMINAL/COMMUNICATION CONGESTIONS TO, AND OBTAIN THEIR RECOMMENDATIONS FOR RESOLUTION/MITIGATION OF THESE PROBLEMATIC AREAS.
RESPONDENT NOTED THAT CLEARANCE CHANGES ON APPROACH ARE RATHER STANDARD IN THE INDUSTRY AND GENERALLY DONE IN VMC CONDITIONS. THEREFORE DOESN'T CONSIDER THEM SAFETY ISSUES, THERE ARE MORE TIME AND MANAGEMENT EFFICIENCY MEASURES. ESPECIALLY FOR EXPEDITING TIMELY AND EFFICIENT LANDING, LIMITING WAITING, AND CONSERVING FUEL.
NEEDS TO GO BACK MORE THAN SIXTY DAYS
FATIGUE, EATING AND SLEEPING
IN ORDER TO PREVENT CONFUSION ABOUT SIGNAGE IT WOULD BE HELPFUL TO PAINT FLOURESCENT LETTERS RIGHT ON THE TAXI WAY PRIOR TO THE INTERSECTION SO THAT YOU KNOW FOR SURE WHERE YOU ARE AND WHICH DIRECTION YOU SHOULD BE FOLLOWING, JUST AS IS DONE ON HIGHWAYS. ANOTHER SAFETY CONCERN IS THAT ATIS AND AWAS WEATHER INFORMATION OVERLAPS AND IS IMPOSSIBLE TO RECEIVE CLEARLY UNTIL 5 MINUTES BEFORE LANDING. THIS ISN'T ENOUGH ADVANCE TIME SINCE YOU'RE PREPARING FOR LANDING AND IT'S A VERY DEMANDING TIME--NOT THE TIME TO HEAR THE WEATHER ON TOP OF ALL THE OTHER THINGS WE HAVE TO DO. WE NEED TO GET IT AS CLEARLY EARLIER WITHOUT FREQUENCY OVERLAPS.
WANTS PHONE NUMBERS TO BE IDENTIFED WHEN CALLING
INCLUDE MORE QUESTIONS ABOUT MAINTENANCE, CARRY-OVER OF MAINTENANCE ITEMS AND REPEATED WRITE-UPS. THERE SHOULD BE MORE INFORMATION ON FLEET WIDE AIRCRAFT MAINTENANCE PROBLEMS.
60-DAY WINDOW TOO SMALL RESPONDENT DOUBTS RANDOMNESS OF SELECTION
COMMUNICATION (WHEN ON THE GROUND THE FREQUENCIES ARE SO CONGESTED). ALSO IDENTIFING THE TAXI WAYS. FOR EXAMPLE LOCATION X HAS ITEM X.

D5A
GO FOR IT!
SEND A QUESTIONNAIRE OUT OR GET A WEBSITE AVAILABLE FOR PILOT
I THOUGHT IT WAS EXCELLENT-THEY'RE GREAT QUESTIONS!
HAPPY TO BE PART OF THE SURVEY
60 DAY RECALL NEEDS TO BE EXPANDED
SHOULD BE DONE MORE FREQUENTLY FIRST TIME IN HIS CAREER HE HAS BEEN SELECTED.
IT'S A GREAT SURVEY
WHO IS THIS SURVEY FROM AND WHERE CAN I FIND THE RESULTS?
MAYBE COVERING A WIDER RANGE OF TIME MIGHT GET MORE INFORMATION BECAUSE SOME THINGS HAPPEN BUT OUTSIDE OF THE TIME FRAME.
MAKE THE SURVEY HAVE A SPAN OF 6 MONTHS
GOOD !
ASKED GOOD HARD QUESTIONS.
CHANGES WITHIN 10 MILES SHOULD BE 20 TO 30 MILES IS WHERE IT HAPPENS MOST.
MULTIPLE CLEARANCE CHANGES BY A CONTROLLER, I.E, ALTITUTE CHANGE, FOLLOWED BY AN AIR SPEED CHANGE, FOLLWED BY A RUNWAY CHANGE ARE A RECIPE FOR DOOM
HOW MANY TIMES HAVE THEY EXPERCINED PERSONAL FATGUIE INT HE COCK-PIT
RESPONDENT SAID SURVEY NEEDS MORE THAN 60 DAYS BECAUSE RESPONDENT HAS HAD SOME OF THE PROBLEMS IN THE SURVEY BUT COULD NOT MENTION THEM BECAUSE OF THE TIME PERIOD.
I WORRY THAT MARSHALS ON FLIGHTS CAN STAY ANONYMOUS. FOR MAXIMUM PROTECTION AND SECURITY OF THE FLIGHT CREW, I BELIEVE THAT THEY SHOULD MAKE THEIR PRESENCE KNOWN TO PASSENGERS BY SITTING IN THE FRONT FLIGHT ATTENDANT JUMP SEAT WITH THEIR BACK TO THE COCKPIT, FACING THE PASSENGERS.
PLEASE EMPHASIZE TO PILOTS THAT NASA INDEED KEEPS ALL INFO PROVIDED CONFIDENTIAL AND ANONIMITY IS ASSURED.
NEED TO ASK RIGHT OFF WHERE WE THINK SAFETY IS BEING COMPROMISED THE MOST?
ONLY COVERING 30 DAYS WONT' BE ACCURATE. SHOULD COVER 3 YEARS OR A MINIMUN OF 1 YEAR
SHOULD COVER MORE THAN 60 DAYS
YOU SHOULD GO BACK ABOUT THINGS THAT HAPPEN IN THE LAST YEAR, AND NOT 60 DAYS THAT IS NOT LONG ENOUGH.
WHY ARE QUESTIONS JUST FOR THE LAST 30 DAYS? IT'S SUCH A SHORT LENGTH OF TIME.
MY MAIN CONCERN IS THAT ALTHOUGH TECHNOLOGY IS WONDERFU AND ELIMINATES WORK FOR THE PILOTS, ADEQUATE REST IS STILL THE MOST IMPORTANT.
R FELT THE QUESTION ABOUT SLAM DUNK APPROACH IS HAPPENING ALOT MORE FREQUENTLY TODAY. HE THOUGHT THAT WAS A GOOD QUESTION TO HAVE ON THIS SURVEY.
60 DAYS IS TO SHORT OF A WINDOW
THE TIMEFRAME SHOULD BE EXTENDED TO 6 MONTHS TO 1 YEAR.
60 DAYS IS PRETTY LIMITING, BUT IT'S A PRETTY GOOD SURVEY
INPUT OF PILOTS NEEDS TO BE CONSIDERED IN REVISION OF OPERATUING ATC GUIDLELINES TO AVOID MISCOMMUNICATIONS
EXPAND THAT RECALL PERIOD
RESPONDENT FEELS CREW/PILOT FATIQUE IS A KEY SAFTEY ISSUE AND SHOULD BE ADDRESSED BY INCLUDING A QUESTION ABOUT HOW MANY TIMES HAVE YOU FLOWN WHEN FATIQUE SIGNIFICANTLY IMPACTED YOUR JUDGEMENT?
IT WOULD HELP IF THE PILOTS KNEW OF SOME THE QUESTIONS PRIOR TO THE SURVEY IN ORDER TO DO RESEARCH TO ACCURATELY ANSWER QUESTIONS.
I'M GLAD THAT YOU'RE DOING THIS.

D5A
60 DAYS IS TOO SHORT
VERY HAPPY TO BE DOING THIS SURVEY
VERY GOOD SURVEY, BUT I FEEL IT WOULD BE BENEFICAL FOR SURVEY IF THE INTERNATIONAL PILOT HAD A TIME SPAN OF AT LEASE 3 MONTHS
NEED TO GET QUESTIONS AHEAD OF TIME
CHANGE OF RUNWAYS ON ARRIVAL AND APPROACH (AIRPORT X), RUNWAY INCURSIONS AND POORLY MARKED AIRFIELD AND SIGNAGE (AIRPORT X).
SELF-IMPOSED STRESS BY THE MERGER BETWEEN [PAIR OF AIRLINES]--THE WAY IT'S HANDLED BY MANAGEMENT HAS CAUSED ANXIETY IN THE COCKPITS. I'VE HAD MORE ALTITUDE DEVIATIONS IN THE LAST 6 MONTHS THAN IN THE PAST 15 YEARS. PILOTS ARE ANXIOUS AND DISTRACTED. ALL PLANES SHOULD HAVE SECURITY CAMERAS TO SEE WHAT IS HAPPENING IN THE PASSENGER AREA. WHEN SOMEONE KNOCKS AT THE DOOR, I HAVE TO GET UP AND PHYSICALLY LOOK THROUGH THE PEEPHOLE. THIS IS DISTRACITING AND DISTURBING WHEN THE CONTROLS MUST BE HANDED OVER TO THE CAPTAIN AND MY ATTENTION TAKEN AWAY FROM FLYING THE PLANE.
SUGGESTED THAT THE ?S BE SENT (BY MAIL OR E-MAIL) TO PILOTS TO GIVE THEM HEADS UP TO GET ACCURATE
INCLUDE QUESTION RELATED TO R'S PRECEPTIONS ABOUT STRENGTHS AND WEAKNESSES OF AIRPORT SECURITY SYSTEM AND PROCEDURES.
[AIRPORT X] IS THE ABSOLUTE WORST AIRPORT AS FAR AS CLEARANCE CHANGES ARE CONCERNED--IT'S COMMON TO GET 3 CLEARANCE CHANGES FROM ATC WITHIN 10 MILES OF THE RUNWAY THRESHOLD. IT'S OK WHEN YOU HAVE "HIGH TIME" (EXPERIENCED) GUYS BUT VERY RISKY WITH THE INCREASING NUMBER OF "LOW TIME" (INEXPERIENCED) GUYS. THAT'S ALSO A SAFETY ISSUE. CAPTAINS ARE NOT PLEASED WITH THE QUALITY.
WE EXPERIENCED AN EVENT X DURING THE LAST 30 DAYS. I'D CONSIDER THAT A SAFETY ISSUE BUT YOU DIDN'T ASK ME ABOUT IT.
VERY EXCELLENT QUESTIONS
FAA SHOULD PAY MORE ATTENTION TO COCKPIT DISCIPLINES BY VARIOUS COMPANIES
THE QUESTIONS DID NOT COVER EVERYTHING THAT SHOULD HAVE BEEN COVERED.
WHY NOT DO SURVEY ON THE INTERNET
30 DAYS SEEMS LIKE A SHORT PERIOD OF SAMPLE TIME FOR BASIS OF SAFETY TRENDS
SHOULD EXPAND TO ABOUT 180 DAYS TO GET A GOOD LOOK AT WHAT IS HAPPENING.
SUGGESTION: MINIMIZE FIRST OFFICERS' DISTRACTIONS FROM TAXIING ACTIVITY DUE TO LOADING COMPUTER,GETTING WEIGHT AND BALANCE NUMBERS, GENERALLY REQUIRING HIM TO MOVE HIS ATTENTION FROM OUTSIDE THE COCKPIT.
LAND AND HOLD SHORT NEEDS TO BE ADDRESSED
SEEMS LIKE A SHORT PERIOD OF TIME CONSIDERING A CAREER IN FLYING
TO GET BETTER RESPONSES FROM COMMERCIAL PILOTS, PILOTS SHOULD HAVE AN OPPORTUNITY TO REVIEW LOG BOOKS FROM PREVIOUS 60 DAYS (RECORDS) BEFORE DOING THE INTERVIEW.
THE QUESTIONS ARE TOO GENERAL. THERE IS A GRAY AREA (CUT OUT THE YES OR NO).
BROADER TIME SPAN
I FEEL YOU SHOULD ASK QUESTIONS ABOUT THE QUALITY OF MAINTENANCE OF AIRCRAFT
90 DAYS REFLECT A BETTER PICTURE OF PILOT ACTIVITY
IF I WOULD HAVE ANSWERED YES TO SOME OF THE QUESTIONS I WOULDN'T HAVE A JOB
DO WE GET REIMBURSED --KIDDING-- SAFETY SHOULD'NT GET CHARGED
MANY OF THESE QUESTIONS ARE REPORTED THRU COMPANY, ESPECIALLY MECHANICAL
IF YOU WOULD CALL ME BACK ON A FOLOW-UP, I'D RECOMMEND A FOLLOW-UP WITHIN 60 DAYS. I'D BE ABLE TO GIVE YOU A COMPLETELY DIFFERENT SET OF ANSWERS WHEN I DO THE LOCATION X ROUTE.
I FLY ALL INTERNATIONAL FLIGHTS SO THE TIME I SPEND IN THE U.S. AIRSPACE IS PRETTY MINIMAL.
I THINK IT'S GREAT

D5A
RESPONDENT THOUGHT IT WAS GOOD WE WERE DOING THE SURVEY.
PLEASE HAVE PERSON X CALL ME AT HOME.
PILOTS SHOULD HAVE ACESS TO STUDY BY INTERNET
SEND THE QUESTIONNAIRE OUT OVER THE INTERNET
I SUGGEST 6 MONTHS AS TIMEFRAME INSTEAD OF 60 DAYS
RECOLLECTIONS OF 90 DAYS ARE DIFFICULT AND CHALLENGING AND THE INTEGRITY OF THE ANSWERS MIGHT BE SUSPECT.
NEED GREATER PERIOD OF TIME FOR SURVEY.
I'LL BE INTERESTED IN READING IT WHEN IT'S PUBLISHED
THERE WAS ANOTHER STUDY ABOUT RADIATION EXPOSURE THAT WAS FOLLOWED THROUGH. WHY NOT--WHY KEEP DOING STUDIES IF THERE IS NO FOLLOW THROUGH
WOULD BE FASTER OR BETTER IF THE QUESTIONS WERE ON THE INTERNET OR MORE ACCURATE, IT WOULD ALLOW TIME TO LOOK UP THE ANSWERS AND BE MORE ACCURATE.
YOU SHOULD INCLUDE CREW FATIGUE QUESTIONS AND HAVING YOUR CIRCADIAN RYTHEM DISTURBED ON THE BACKEND OF THE CLOCK.
I JUST FEEL BADLY THAT IT WAS LIMITED TO THE 60 DAY WINDOW BECAUSE I COULD HAVE ANSWERED POSITIVELY TO MORE QUESTIONS IF THE TIME PERIOD HAD GONE BACK OVER A YEAR.
IT LIMITS THE LAST 60 DAYS IF IT WAS A LITTLE BROADER LIKE A YEAR OR TWO IT WOULD SHOW A BROADER
I'M GLAD YOU'RE DOING IT
THE TIME BASE LINE IS TOO SHORT AND IN THE FUTURE I WOULD SUGGEST THAT VOLUNTEERS BE ASKED TO KEEP A LOG OF SPECIFIC EVENTS OVER 180 DAYS.
NOT CLEAR ON WHO'S DOING IT AND WHAT THEIR AIMS ARE
EXPAND THE SCOPE TO AT LEAST 90-180 DAYS. NOT MUCH HAPPENS IN 30 DAYS, BUT THEY DO HAPPEN WITHIN ONE YEAR
I FEEL TIME SHOULD BE A LITTLE LONGER PERIOD THAN 60 DAYS
MAKE WINDOW BIGGER THAN 60 DAYS YOU'LL GET MORE INFO
THE SURVEY WAS VERY GOOD.
PLEASE DON'T CALL AGAIN, SD INTERVIEWER WAS VERY NICE BUT HE WANTS US TO PICK ON SOMEONE ELSE
TWO MONTHS ISN'T REALLY A GOOD PERIOD, MAYBE SIX MONTHS WOULD BE BETTER.
THIS IS A GOOD THING,THE FAA NEEDS TO KNOW WHAT WE THINK ,WITHOUT PASTING US TO THE WALL
IN FUTURE SURVEYS, PERHAPS THE LETTER CAN INDICATE PREPARATION FOR THE # OF HOURS, LEGS AND TYPE OF AIRCRAFT. OTHERWISE IT SEEMS FINE.
IT'S GREAT AND KEEP UP THE GOOD WORK.
TIRED OF TAKING OFF SHOES WHEN GOING THROUGH SECURITY. PILOTS SHOULD BE WAIVED.
SINCE EVENT X CAPTAIN CANNOT LEAVE COCKPIT FOR CREWMEMBERS
ASK QUESTION ABOUT PASSENGER DISTURBANCE IN THE PLANE ON THE GROUND, WHERE YOU HAVE TO RETURN BACK TO THE GATE. THIS IS A MAJOR ISSUE.
CREW REST ISSUES,
THE LAST MONTH I'VE FLOWN HAS BEEN PRETTY MUCH VANILLA.
THE 60 DAY WINDOW IS TOO SHORT
UNCOMMANDED MOVEMENTS -AMBIGUOUS
WHEN WE GET TO THE SECURITY ISSUES CALL ME BACK AND BE READY FOR ME
THE SURVEY SHOULD INCLUDE AIR OPERATION IN LOCATION X. ACCIDENTS WILL MOST LIKELY HAPPEN IN LOCATION X.
ADD QUESTIONS THAT DON'T NECESSARILY RESPOND TO YES OR NO; WOULD PROVIDE BETTER DATA
R SAID HAVE ACCESS TO THE INTERNET AFTER COMPLETING THE SURVEY SO IF THEY REMEMBER AND ADD TO

D5A
I'M GLAD THAT YOU'RE DOING THE SURVEY
KEEP DOING THEM, THAT'S THE ONLY WAY THINGS WILL CHANGE
I THINK IT'S GREAT!
LAST 30 DAYS FOR ME HAVE BEEN LOCATION X TRIPS-THEY GO A LOT SMOOTHER
RESPONDENT SAID SURVEY SHOULD HAVE A WINDOW OF 12 MONTHS
IT WOULD BE HELPFUL TO HAVE A LEGAL DOCUMENT IN FRONT OF ME FROM NASA ATTESTING TO THE FACT THAT THERE WILL BE NO LEGAL RAMIFICATIONS TO ME PERSONALLY FOR MY ANSWERS TO THESE SURVEY
NASA LETTER WAS GOOD. I WOULDN'T HAVE DONE THE INTERVIEW WITHOUT RECEIVING IT FIRST.
60 DAYS IS VERY RESTRICTIVE - EX. HAD NON-PRECISION APPROACH, BUT NOT IN 60 DAYS
RESPONDENT THINKS WE SHOULD ASK ABOUT HOW CONFIDENT HE IS IN FLYING THE AIRCRAFT HE IS IN. RESPONDENT DOESN'T FEEL CONFIDENT WITH THE TRAINING HE HAS RECEIVED. DUE TO LACK OF TIME HE CAN FLY THE AIRPLANE.
TOO SHORT A TIME FRAME TO BE ASKING ABOUT - 30 DAYS ONLY. HOW ABOUT WHAT HAS HAPPENED IN THE PAST 5 YEARS? YOU'LL GET SOME SCARY ANSWERS THEN.
MAYBE A SMALL WRITTEN SURVEY I COULD THINK ABOUT OTHER SAFETY ITEMS
RECALL PERIOD SHOULD BE LENGTHENED, SHOULD ADD: HAS THIS EVER HAPPENED DURING YOUR LIFE?
PILOT SHOULD RECEIVE A CHECK LIST OF EVENTS, THIS WOULD ALLOW PILOTS TO NOTE EVENTS AS THEY OCCUR AND COULD RESULT IN A MORE ACCURATE LISTING OF FLYING EXPERIENCES
A SPECIFIC SURVEY SHOULD BE DONE FOR US CARRIERS GOING TO FOREIGN AIRFIELDS
ATC PERSONNEL SHOULD TAKE FAMILIARIZATION FLIGHTS
I THINK THE AIR TRAFFIC CONTROLLERS ARE OPERATING SUPERBLY, CONSIDERING THAT THEY TOO HAVE TO DEAL WITH AN OVER-ABUNDANCE OF AUTOMATION.
THE OVER ALL MANAGEMENT & ABILITY TO MANAGE THE ATC SYSTEM WOULD BE A BIG CONCERN OF MINE AND MY CO-WORKERS. THE PENDING OVER CAPACITY & TECHNOLOGICAL STATE OF THE ART HAS A LONG WAY TO GO TO BE TOTAL EFFECTIVE IN TODAY'S ENVIRONMENT.
NOT GIVING AN OPPORTUNITY TO RESPOND
SINCE DATE X, TRAFFIC HAS DECREASED, THING ARE OVERALL SAFER.
MANY QUESTIONS ASK ABOUT THINGS THAT HAPPEN ONCE IN A LIFETIME
GOOD IDEA
INCIDENT REPORTS WOULD GIVE MORE RELIABLE DATA
BIGGEST PROBLEM: FREQUENCY CONGESTION IN THE TERMINAL AREA
GREAT SURVEY! THINGS ARE MUCH BETTER NOW BECAUSE THERE'S NOT AS MUCH FLYING NOW, SO IT'S NOT AS CROWDED IN THE AIRWAYS AND THIS MAKES FLYING MORE SAFER
SURVEY PLACED ON INTERNET
NEED TO ADD SOMETHING LIKE A RANGE RATHER THAN YES AND NO, 60 DAYS MAY NOT BE LONG ENOUGH
I HOPE THE RESULTS OF THE SURVEY ARE USED AND WILL MAKE CHANGES
SATELLITE COMMUNICATION SHOULD BE AVAILABLE TO OVERSEAS FLYING
R SAID THERE COULD BE MORE INPUT IF IT WAS DONE ON THE INTERNET
MOST OF THE EVENTS ASKED ABOUT HAVE NEVER OCCURRED IN R'S [MULTI-YEAR] CAREER
KEEP DOING IT.
YES, I SUGGEST YOU NEED TO PUT THE SURVEY ONTO THE INTERNET. THIS WAY WE CAN ACCURATELY ANSWER THE SURVEY BETTER.
SURVEY IS A GOOD IDEA

D5A
WE SPOKE ABOUT WEATHER DEVIATION AND GETTING CLEARANCE ON ROUTE DUE TO WEATHER. THE QUESTIONS STATE SEVERE WEATHER, AND THATS WHY I DID NOT ANSWER YES TO THAT. I OFTEN FLY IN AN ENVIRONMENT IN WHICH WE HAVE TO GET OUR CLEARANCES RELAYED VIA THE HF RADIO AND ITS VERY HARD TO GET A TIMELY CLEARANCE CHANGE IN THAT ENVIRONMENT. SPECIFICALLY THE ATLANTIC OCEAN BETWEEN LOCATION X AND THE LOCATION X, WE USED HF RADIO BECAUSE THEY ARE LONG RANGE, THE HF RADIO SYSTEM IS NOT RELIABLE. WHEN THE CONTROLLER DOES NOT HAVE AUTHORITY TO GIVE PILOT WHAT IS NEEDED HE HAS TO GET APPROVAL AND CALL THE PILOT BACK. SOMETIMES WHEN YOU FINALLY TALK TO SOMEONE YOU HAVE ALREADY TAKEN THE ACTION AND ARE BACK ON COURSE AGAIN.
GOOD SURVEY, GOOD TO INCLUDE BROAD SPECTRUM OF PILOTS
I THINK THAT NASA COULD LOOK INTO PROVIDING THE PILOTS WITH BETTER LIVE RADAR INFORMATION, AIRCRAFT AVIATION SYSTEMS DEGRADATION, AND AIRCRAFT MAINTENANCE.
GOT EVENT X - MAYBE ASK ABOUT THAT TOO
IT WAS GOOD AND THOROUGH.
BUILD NEW AIRPORTS, TRAFFIC CONGESTION IS A SERIOUS PROBLEM AND QUICK FIXES AREN'T WORKING
WHY IS LIMITED TO 60 DAYS? WITH A TWO MONTH PERIOD IT'S NOT ENOUGH TIME TO REFLECT THE DIFFERENT SEASONAL EXPERIENCES.
SURVEY SHOULD NOT BE LIMITED TO 60 DAYS
ASK CREW MEMBERS HOW THEY FEEL ABOUT NEW SECURITY RULES AND REGULATIONS. FLAGGING CREW MEMBERS IS WRONG. FIX SECURITY SYSTEM.
HOPE THIS WOULD BE AN ON-GOING SURVEY NOT JUST ONE YEAR
THE QUESTION ABOUT AIRSPEED IS VERY COMMON DUE TO TRAFFIC SITUATION IT IS NOT A SAFTEY ISSUE NEED STANDARD TRANSITION ALTITUDE IN REST OF THE WORLD. FLIGHT EVENT X IN LOCATION X, IN OTHER COUTRIES IT IS DIFFERENT.
LIKE TO HAVE EMAIL INTERVIEW
SOME VIOLATIONS SHOULD ALREADY BE ON RECORD
SHOULD BE DONE IN CONJUCTION W A WRITTEN SURVEY WHERE A PERSON CAN COLLECT THEIR THOUGHTS. SOME ANSWERS REQUIRE A MORE DETAILED ANSWER.
NOT ENOUGH DETAIL IN SOME OF THE QUESTIONS. E.G.,TIME-CRITICAL
I WOULD THINK YOU'D WANT TO KNOW MORE ABOUT WHAT WE THINK IS THE NEXT PROBLEM-WHEN A PLANE IS ON THE RUNWAY AND HAS ITS BACK TO TRAFFIC. YOU SHOULD EITHER BE GIVEN CLEARANCE TO TAKE OFF OR ELSE SIT ON THE SIDE BUT NOT ON THE RUNWAY IF YOU ARE NOT GOING TO BE MOVING. IN OTHER WORDS, YOU SHOULDN'T BE ON THE RUNWAY AT ALL IF YOU'RE NOT GOING TO BE MOVING. ANOTHER OBSERVATION IS THAT IT SOMETIMES APPEARS THAT CONTROLLERS AT AIRPORT X ARE MORE IN A TRAINING MODE AND NOT AS EFFICIENT IN MOVING TRAFFIC AS CONTROLLERS AT OTHER AIRPORTS
I DO LIKE THE FACT THAT THIS ANONYMOUS AND THAT IT IS SPONSORED BY NASA
RESPONDENT FEELS THERE SHOULD BE MORE QUESTIONS DIRECTED TO THE CREWMEMBERS FEELINGS
ALSO BEING FATIGUED. HOW MUCH SLEEP DID YOU GET BEFORE COMING TO WORK, DID YOU EAT A REG. MEAL BEFORE COMING TO WORK. PILOTS NOT ABLE TO EAT BEFORE GOING TO WORK.
RESPONDENT SAYS THAT ATC IS TOO BUSY AND ALSO SOME OF THE QUESTIONS ARE UNREALISTIC (EXAMPLE: GOING OFF THE RUNWAY).
THE QUESTIONS REALLY DON'T APPLY TO THE AIRCRAFT I FLY.
ASK QUESTIONS ABOUT EMERGENCIES WE MAY HAVE HAD.
WHEN CREWS ARE WORKING WHILE FATGUED, NORMAL OPERATIONS GOES SMOOTHLY, BUT SAFETY IS COMPROMISED WHEN ANYTHING OUT OF THE ORDINARY HAPPENS OR WHEN AN EMERGENCY IS OCCURRING.
EXTEND SURVEY BEYOND 60 DAYS
NICE TO DO IT OVER INTERNET

D5A
GOOD SURVEY
THE SURVEYS SHOULD ALSO INCLUDE ATC BECAUSE THEY ARE BEING WORKED TO DEATH ALSO.
FAA + NTSB NEED TO GET TOGETHER TO WORK ON PROBLEMS, YOU ARE CHECKING PILOT WITH A CLEARENCE + EVERYBODY ELSE GOING THROUGH SECURITY
THERE SHOULD BE A DISTINCTION IN THIS STUDY BETWEEN INTERNATIONAL AND DOMESTIC FLIGHTS. THE PILOTS ON DOMESTIC FLIGHTS HAVE A LOT MORE HAPPENING TO THEM.
CONTINUATION OF THE PROBLEMS FAA WILL NOT ALLOW US TO HAVE AN ELECTRONIC FLIGHT BAG. THE ELECTRONIC FLIGHT BAG WILL ALLOW USE TO KNOW WHERE WE ARE ON THE RUNWAY. IF PEOPLE CAN HAVE THESE DEVICES IN THEIR CARS, WHY CAN'T WE HAVE THEN IN OUR PLANES? ALSO, THERE IS A LACK OF COMPONENT X IN THE COCKPIT.
90 DAYS TOO SHORT A PERIOD FOR THE QUESTIONS THAT ARE ASKED.OTHE MAJORITY OF THESE THINGS MAY HAPPEN ONCE IN A LIFE TIME.
SOME OF THE QUESTIONS ARE SO SPECIFIC THAT I THINK THAT IF SOMEONE HAD THEIR LOGBOOK IT WOULD BE BETTER.
RESPONDENT SAID THERE SHOULD HAVE QUESTIONS ABOUT SECURITY AND TERRORISM.
THE INTENT OF THE SURVEY IS PRETTY GOOD. NASA IS TRYING TO IMPROVE THE SYSTEM AND GIVING HONEST ANSWERS IS ONE WAY TO DO THIS
DONT THINK SURVEY IS VERY VALID, THINK IT IS VAGUE NOT WORTHY.
TIME PERIOD SHOULD BE GREATER THAN 30 DAYS AND EVEN 90 DAYs NEEDS NOT A LONG ENOUGH TIME FRAME
PERHAPS COVER MORE THAN 60 DAYS
I'M GLAD THEY'RE DOING SOMETHING.
KEEP UP THE GOOD WORK
WE MUST REALIZE THAT CARGO PILOTS FLY AT NIGHT AND THIS MAY SKEW THE SURVEY BECAUSE THE ONLY OTHER TRAFFIC IS OTHER CARGO PILOTS, ESPECIALLY AFTER 911,
ATC NEEDS TO LOOK INTO FREQUENCY CHANGES
WOULD BE NICE TO HAVE AN OPEN-ENDED QUESTION LIKE THIS AT THE END OF EACH SECTION OF THIS SURVEY WHICH WOULD ALLOW PILOT TO GIVE RELEVANT INPUT ON THE PARTICULAR SECTION. ALSO NEED FOR PILOTS TO CONSTRUCTIVELY INTERACT WITH ATC INORDER TO AGREE BEST OPTIONS, INSTEAD OF BEING GIVEN INSTRUCTIONS WHICH ARE NOT NECESSARILY THE BEST FOR FUEL EFFICIENCY, FOR EXAMPLE.
FREQUENCY CONGESTION QUESTION SHOULD INCLUDE SPECIFIC REFERENCES TO GROUND FREQUENCY PROBLEMS WHICH OCCUR A LOT (QUESTION AT1). THE QUESTION REGARDING PASSENGER DISTURBANCES SHOULD ALSO ASK ABOUT IN-FLIGHT PASSENGER DISTURBANCES WHICH DO NOT REQUIRE DIVERSIONS TO ALTERNATE AIRPORTS BUT DO REQUIRE ARRESTS AT DESTINATION AIRPORTS (QUESTION CP2).
I REALLY ENJOYED DOING THIS AND HOPE IT HELPS OUT
0
HAVE THE WINDOW A LITTLE BIGGER
SHOULD GO BACK FURTHER THAN 60 DAYS
I SEE DEFINTE LACKS OF COMMUNICATION BETWEEN GROUND CONTROL AND LOCAL CONTROL REGARDING AIRCRAFT ARRIVING AND CLEARING TAXIWAYS--THEY CREATE A LOT OF PROBLEMS THAT WAY. THERE NEEDS TO BE A BIGGER EFFORT IN UITLIZING NASA REPORTS TO ACTUALLY REACH OUT AND TOUCH THE PARTICULAR EVENT AND NOT BE SO NEBULOUS SO THE EVENT IS LOOKED PROPERLY--I HAVE NO VEHICLE AS A PILOT TO GET
I THINK IT'S A GGOD IDEA BUT ALSO WE HAVE OUR NEW ASP PROGRAM AND WHENEVER WE FILE A REPORT IT GOES IMMEDIATELY TO NASA. THE TCAS ISSUE HAS BECOME MORE AND MORE SO THIS YEAR-IT'S A FUNDAMENTAL ATC WAY BUT A VERY UNCOMFORTABLE EVENT.
IN LOCATION X, THEY ARE STACKING THE AIRPLANES TO CLOSE FOR A VISUAL APPROACH THIS RESULTS IN A GO AROUNND OR MISSED APPROACH. THIS FREQUENTLY HAPPENS AT THE AIRPORT X.

D5A
HAVE TEXT MESSAGES IT IS INSANE THAT WE CAN'T GET REAL RADAR FOR WEATHER INFO. HAVE TO USE MY OWN WEATHER ON BOARD BUT SHOULD BE ABLE GET TEXT MESSAGE FROM ATC AND WE COULD RESPOND BY
SAFETY CONCERN- IMPLEMENT GROUND BASED RADAR PICTURES AVAILABLE TO COCKPIT CREW
POST ON WEB TO MAKE IT EASIER FOR DATA COMPLETION
HAVE SURVEY DONE ELECTRONICALLY OVER THE INTERNET.
CHECK AIRPORT X AND AIRPORT X, THE DIRECTION OF DEPARTURES AT AIRPORT X ARE DETERMINED BY AIRPORT X PUT THE WINDS THAT THEY ARE GIVING ARE NOT CORRECT BECAUSE THEY ARE BASED ON ANOTHER AIRPORT'S WINDS. THIS ALSO HAPPENS AT A COUPLE OF OTHER AIRPORTS. MY FMS WINDS DO NOT AGREE WITH THE
THE QUESTION REGARDING A PASSENGER DISTURBANCE WHILE THE PILOT IS IN THE COCKPIT AND HAVING TO LEAVE TO ADDRESS THE PROBLEM IS OUTDATED IN TODAY'S STANDARD OF FLYING.
GLAD IT INVOLVES PEOPLE WHO ARE USING THE SYSTEM EVERY DAY
EXPAND THE WINDOW BEYOND 60 DAYS
GLAD NASA IS LOOKING AT SAFETY ISSUES;
GETTING TIRED OF BEING HARRASSED BY COMPANY. HAS TO BE PROCESSED 7 TIMES AS THOUGH HE IS A CRIMINAL. WE ARE THE ONES THAT ARE BEING CALLED THE CRIMINAL WHEN IT IS NOT US. WE ARE NOT TREATED LIKE US CITIZENS. IT IS WRONG. PLASTIC FOLKS WERE TAKING AWAY. WE ARE TREATED UNFAIRLY. IT IS NOT THE AVERAGE JOE THAT IS BEING A TERRORIST.
WHAT GOING TO HAPPEN TO THE RESULTS.
GOOD SURVEY
THE FAA IS DOING A GOOD JOB. MY LAST 30 DAYS HAVE BEEN PRETTY DULL WHICH I LIKE.
HE WOULD BE HAPPY TO SPEAK WITH US AGAIN
GIVE PILOT OPTION TO RECALL INCIDENTS OVER 60 DAYS
FREQUENCY CONGESTION IS A PROBLEM OUT THERE--CONTROLLERS TALKING ON MULTIPLE FREQUENCIES AND THEN THEY JUMP ON YOU--YOU DON'T KNOW WHAT HE'S SAID BECAUSE YOU CAN'T HEAR HIM--PARTICULARLY LOCATION X.
REGARDING THE PRIOR COMMENT...AT THE SAME AIRPORT, ANOTHER SAFETY ISSUE IS BEING ASKED TO KEEP AIRCRAFT IN SIGHT AND FLY A REQUIRED SPEED. THE PILOT IS RESPONSIBLE FOR SPEED AND DISTANCE ADJUSTMENTS IN THIS SCENARIO.
SHOULD INCLUDE AIRPORT SECURITY, GENERAL PROCEDURES AND PRACTICES. SEEMS WEAKEST LINK IN SAFETY-RELATED CONCERNS.
MAKE SURVEY A LARGER WINDOW. HAVE LESS YES OR NO QUESTIONS. BE ABLE TO ELABORATE.
THE AMOUNT OF TIME REQUIRED TO PARTICIPATE IN THE SURVEY COULD BE REDUCED BY 75% BY HAVING THE QUESTIONNAIRE ASK A CATEGORICAL QUESTION AT THE BEGINNING OF EACH CATEGORY, THEREBY ELIMINATING ALL THE QUESTIONS IN THAT CATEGORY IF APPLICABLE.
IT'S A GOOD SURVEY
ALL QUESTIONS ARE BASED ONLY ON 90 OR 30 DAYS, THINKS THAT YOU SHOULD ASK ABOUT LONGER FOR GOOD AND ACCURATE INFORMATION. THE TIME FRAME SHOULD BE FOR A LONGER TIME PERIOD THAN 90 DAYS. AT LEAST GO BACK A YEAR OR SO
GOOD PROCESS
I THINK THAT IT'S GREAT THAT YOU'RE GETTING A VARIETY OF EXPERIENCES.
SECURITY
ASK CREW IF IN THE LAST 90 DAYS THE COMPANY TAKE OFF DATA HAS ALWAYS BEEN ACCURATE
[LOCATION X]
NEED TO ADDRESS MORE LAHSO ISSUES IN SURVEY
ALL OVERSEAS AIRPLANES SHOULD HAVE SATELLITE COMMUNICATION.
GREAT THAT WE ARE DOING IT

D5A
I'VE EXPERIENCED MAYBE 70% OF THESE EVENTS DURING MY CAREER, PERHAPS ASK Q'S IN TWO-FOLD MANNE60 DAYS & EVER
OUGHT TO BE MORE PERSONALIZED AS TO WHAT THEY FLY AND WHAT THEY DO
YOU COULD ASK FOR MY ENTIRE [LENGTHY] YEAR CAREER INSTEAD OF 90 DAYS
THE 60 DAY WINDOW OUGHT TO BE OPENED MORE. YOU CAUGHT ME AT A BAD TIME SINCE I WAS ON VACATION A LOT IN THE PAST 60 DAYS [redacted for implicit identification]
THE 60 DAY SURVEY PERIOD IS TOO SHORT OF A TIME FRAME. THE PAST 60 DAYS WERE MOSTLY IN SEPTEMBER AND OCTOBER -THE BEST WEATHER FLYING MONTHS OF THE YEAR. SO, YOU WILL NOT GET ANY GOOD DATA FROM THESE TWO MONTHS.
IN SPITE OF ASSURANCE OF CONFIDENTIALITY, I HAVE READ RESULTS IN PRESS. DON'T DO THIS.
IF I HAD HEADS-UP ON THE QUESTIONS, I COULD HAVE BEEN MORE ACCURATE.
WANTS PILOTS TO RECEIVE RESULTS OF THE STUDY
CREW FATIGUE AND CONTROLLERS OPERATING ON MULTIPLE FREQUENCIES, TOO MUCH CONGESTION, BREAK DOWN OF COMMUNICATIONS
NOT MAINTAING AIRPLANES OR CLEANING THEM
SURVEY WOULD BE BETTER ON THE INTERNET
THE SURVEY WAS DELIVERED VERY WELL
FREQUENCY CONGESTION IS A PROBLEM AREA THAT HE WOULD LIKE TO SEE IMPROVED UPON. AN EXTENDED TIME FRAME (30 DAYS) WOULD YIELD MORE INFO PERHAPS.
AIRPORT X CONTROLLERS DID A GREAT JOB ON RUNWAY CHANGE
IT WOULD BE NICE IF THE STUDY DISCUSSED HOW MANY AIR TRAFFIC CONTROLLERS ARE ON DUTY AT NIGHT. OFTEN THERE'S JUST ONE--AND YOU TRY TO GET THE CONTROLLER AND HE'S ASLEEP.
DO AN INTERNET BASED SURVEY SO THEY CAN DO ONLINE.
INFORMATION IS AVAILABLE FROM AIRLINES
SHOULD INCLUDE INTERNET ACCESSIBILITY TO THE SURVEYS
I JUST WANT YOU TO KNOW THAT I'M VERY ATYPICAL; I'M OVER LENGTHY EXPERIENCE AND HAVE BEEN FLYING LOCATION X-PLANES WITH LOCATION X CREW MEMBERS.
MORE INFORMATION ON INCIDENTS THAT HAVE TAKEN PLACE CAN BE OBTAINED BY GOING BACK 90-120 DAYS.
ASK QUESTIONS ABOUT SAFETY RELATED TO FATIGUE QUESTIONS
PREHAPS A FEW RELATED ISSUES SHOULD BE CONSIDERED, ESPECIALLY ASSESSMENT OF THE EFFECTIVENESS AND IMPACT OF CURRENT AIRPORT SECURITY SYSTEMS NATIONWIDE. FEELS THE SCREENING/RESTRICTIONS PILOTS UNDERGO ARE PARAMOUNT TO HARASSMENT AND CONTRIBUTE TO STRESS
THOUGHT IT WAS GOOD
AIRPORT X AIRPORT CHANGES ARRIVALS, WEATHER PROBLEMS IN AIRPORT X, ROUTE WEATHER PROBLEMS, AND GROUND METERING WORKS VERY WELL
HE WANTED TO KNOW WHY THE SURVEY DIDN`T HAVE ANY QUESTIONS ABOUT INTERNATIONAL FLIGHT FATIGUE
60 DAY RECALL PERIOD IS TOO SHORT
OFTENTIME WE GET FAA INSPECTORS, THERE TO SEE THAT WE DO JOBS CORRECTLY. IN MY CASE, OFTENTIMES, THEY DON'T EVEN HAVE A LICENSE TO FLY. FOR THEM TO COME IN HERE IS TOTALLY INAPPROPRIATE AND IT DOES A DISSERVICE TO THE FAA AS WELL AS TO THE PROFESSIONAL PILOTS AND THE SAFETY PROCESS.
SUGGEST 6 MONTHS INSTEAD OF 60 DAYS
APPRECIATE THE CURTIOUS ACTION OF THE INTERVIEWER BY ASKING IF LAST EVENING WAS A CONVENIENT TIME IF NOT WHEN WOULD BE A GOOD TIME
SOUNDS LIKE A GOVERNMENT BUREAUCRATIC; THINK NOT GOOD TO GET INFO THEY NEED TO GET.
SURVEY SEEMS TO COVER EVERYTHING,GOOD SURVEY
DOESN'T SEE THE VIRTUE IN SURVEYING TYPES SUCH AS HIMSELF

D5A
SUGGESTION TO SEND QUESTIONNAIRE IN THE MAIL, TO GET MORE ACCURATE INFO
RESPONDENT FELT BY LIMITING THE PERIOD TO 60 DAYS WE ARE MISSING ERRORS AND AT THE END WHERE WE LIMIT TO THE MOST RECENT UNREQUESTED CHANGED THIS SURVEY IS GEARED TO HIDE ERRORS.
NUMBER OF SMALL AIRCRAFTS (REGIONAL JETS)THAT FLY AT HIGHER ALLITUDES IMPACT UPON THE AVIATION SYSTEM , WHICH CAUSE DELAYS AT AIRPORTS
PUT SURVEY ON INTERNET
TIMEFRAME IS TOO SHORT FOR ME
LIMITED60 DAYS TIME SPAN IS MUCH TO SHORT A TIME FOR SURVEY IF YOU WANT TO GATHER SOME USEFUL
COULD HAVE ASKED MORE GENERAL QUESTIONS
GLAD YOU'RE FOLLOWING UP
I THOUGHT THE QUESTIONS WERE VERY PERTINENT AND CLEAR.
VERY COMPREHENSIVE
YOU SHOULD USE MORE THAN 60 DAYS IN THE TIMEFRAME.
GLAD NASA'S DOING SURVEY
THE LAST SIXTY DAYS IS AN INTERRESTING TIME PERIOD. SIXTY DAYS IS NOT LONG ENOUGH FOR THE TIMEFRAME
MORE OPEN ENDED QUESTIONS.
THROUGH ACAR SYSTEM, WE CAN DATA LINK MESSAGES
COMBINING CREW ISSUES
SURVEY QUESTIONS NEED TO BE LONGER THAN 60 DAYS
ANOTHER ISSUE TO BE CONSIDERED IS HOW CORPORATE MANAGEMENT AND PILOTS' UNIONS HAVE IMPACTED OR INFLUENCED SAFETY IN THE PAST 30 DAYS.
SCREENING & PASSENGER HANDLING PROBLEMS COULD BE BETTER. WORK ON LOWERING STRESS FOR
KEEP UP THE STUDY AND KEEP 90 DAY RECALL PERIOD
A LOT DRIVEN BY ECONOMICS SO DON'T KNOW HOW MUCH CAN BE CHANGED. ANOTHER ISSUE IS PILOT
GOOD TO GATHER INFORMATION
AFTER ASKING "DURING LAST 90 DAYS", ASK IF "DURING CAREER"
IT WOULD BE NICE TO INPUT PROBLEMS REAL-TIME ON WEBSITE. PROBABLY MORE ACCURATE.
AVIATION IS A VERY UNIQUE INDUSTRY. THE LANGUAGE THAT IS USED IS VERY SPECIFIC. IT TAKES SOMEONE THAT IS EITHER IN THE INDUSTRY OR WORKS CLOSELY WITH THE INDUSTRY TO UNDERSTAND IT AND IF NASA WISHES TO GET FRUITFUL KNOWLEDGE FROM THESE SURVEYS THEN THEY NEED TO 1) RE-EVALUATE HOW THEY ARE ASKING THE QUESTIONS 2) TO INCLUDE AVIATION SAVY PERSONNEL IN THE PROCESS.
VERY GOOD TO HAVE SURVEY AND NEED TO REMOVE THE REPETITION OF THE TIME PERIOD
MAKE THE SURVEY COVER A LONGER PERIOD OF TIME
RESPONDENT WOULD LIKE THE SURVEY TO BE DONE OVER THE INTERNET
A QUESTION RE HOW TIRED PILOTS GET ON FLIGHTS SHOULD BE INCLUDED.
, PRM APPRAOCH IS NOT A GOOD IDEA, GUNS IN THE COCKPIT (AS PART OF THE PLANE'S EQUIPMENT)
BE NICE IF WE COULD DO THIS ON THE INTERNET
RESPONDENT SAID SO HAPPY TO DO THE STUDY, HOPE THERE WILL BE FUTURE SURVEYS BECAUSE THEY ARE
SIXTY DAYS IS TOO SHORT A PERIOD OF TIME TO USE AS A BENCHMARK.
CORPORATE POLICIES AFFECTING DECISION MAKING ON SAFETY OF FLIGHTS
LAST 60 DAYS IS A LIMITED TIME FRAME FOR THIS STUDY, SOME OF THE QUESTIONS COULD HAVE BEEN ANSWERED DIFFERENTLY.
SHOULD ASK ABOUT CREW REST QUESTIONS
I JUST RECEVIED LETTER WITHIN THE PAST TWO DAYS, AND THE LETTER SHOULD HAD GIVEN MORE INFORMATION REGARDING WHAT TYPE SAFTEY ISSUES OF THE LAST 30 DAYS ETC. THAT WOULD BE ASKED. I COULD HAVE BEEN BETTER PREPARED WHEN INTERVIWER CALLED.

D5A
MOST QUESTIONS SHOULD HAVE BEEN IF WE ANSWER NO YOU SHOULDN'T HAVE TO ANSWER ANYMORE ON THAT SUBJECT
GLAD TO SEE IT'S BEING DONE
SURVEY VERY WELL DONE
THIS IS 2ND TIME I HAVE DONE THIS
I'D LIKE TO NOMINATE 3 AIRPORTS FOR CLOSURE ARE [AIRPORTS], WITH [AIRPORT] AS 4TH. THESE ARE THE FOUR MOST UNSAFE AIRPORTS IN MY ESTIMATION.
WHY NOT CHOOSE PILOT IN ADVANCE & ASK HIM TO KEEP TABS ON DATA FOR 60 DAYS, THEN INTERVIEW
INTERVIEW DID AN EXCELLENT JOB PER RESPONDENT
PUT THE SURVEY ON THE INTERNET
PREVIOUS QUESTION SHOULD SIMPLY ASK ABOUT PILOT'S WILLINGNESS TO COMPLETE SURVEY VIA INTERNET. COMMENDS NASA ON CONFIDENTIALITY. FEELS SURVEY SHOULD COVER LONGER PERIOD AND ASK ABOUT TRENDS IN SAFETY MEASURES, ATC FREQUENCY CONGESTIONS, HIGH-RISK AIRPORTS, POORLY MAINTAINED RUNWAYS, UNDERSTAFFED ATC CENTERS, ETC.
GLAD CONGESTION IS TOUCHED ON-IT IS A CRITICAL ISSUE
REGARDING QUESTION ABOUT CLEARANCE CHANGES-I'M SO USED TO AIRPORT X THAT IT'S RELATIVELY EASY FOR ME TO DEAL WITH, NEWER PILOTS HAVE A DIFFICULT TIME-IF OTHER AIRPORTS CAN GET US CLEARED AHEAD OF TIME, WHY CAN'T LOCATION X? IT NEEDS TO BE FIXED
EXPAND THE WINDOW
EIGHT BLOCK HOURS IN 24 IS STRICTLY A DOMESTIC REGULATION AND DOES NOT APPLY IF A CREW MEMBER HAS FLOWN EVEN ONE LEG OUTSIDE OF THE UNITED STATES. THAT CREW MEMBER WOULD BE ALLOWED TO FLY HOURS THAT EXCEED THE EIGHT HOUR LIMIT.
NEEDS AN 800 PHONE NUMBER HOTLINE FOR NASA
ASK MORE ABOUT REGIONAL JETS TAKING UP AIRSPACE.
MANY QUESTIONS DON'T NEED ASKING AFTER ANSWERING OTHERS. 60 DAY LIMIT IS TOO SHORT, SHOULD BE AT LEAST 1 YEAR.
PLEASE SEND OUT NASA FORMS WITH NASA LETTERS
EXTEND THE 30DAYS TO GET MORE DATA, AS A CREWMEMBER IT IS VERY FRUSTRASTING TO GO THROUGH SECURITY SOMETIME 2 OR 3 TIMES A DAY WHY CAN'T WE USE TECHNOLOGY
ASK ABOUT SECURITY METHODS USED FOR SCREENING PASSENGER'S LUGGAGE AT BOTH NATIONAL AND INTERNATIONAL AIRPORTS.
IT WOULD HAVE BEEN NICE TO HAVE SOME QUALIFIERS...YES OR NO DOESN'T ALWAYS WORK.
NEED BETTER COOPERATION WITH ATC ON INTERNATIONAL FLIGHTS TO DEVIATE FOR WEATHER.
FATIGUE IS A HUGE FACTOR RELATED TO SAFETY -- FLYING ON THE BACKSIDE OF THE CLOCK AND EXTENDED DUTY TIME, REST RELATED TO CROSSING DIFFERENT TIME ZONES WHERE YOUR BODY CLOCK DID NOT HAVE TIME TO ADJUST.
THE SURVEY SHOULD ADDRESS LOCATION X AIRSPACE ESPECIALLY THE UNRELIABLE NAVAIDS AND USE OF LANGUAGE X ON THE RADIO
NO, EXCELLENT SURVEY. HOPE IT WILL BE USED BY INTELLIGENT FOLKS THAT WILL HELP US OUT, BECAUSE THERE IS A GREAT DEAL OF FEAR OF REPRECUSSIONS- PILOTS DO NOT SPEAK FREELY, BUT THEY DO TRUST NASA MORE
STUDY VERY CLOSELY (PERCISION RUNWAY MONITORING-SIMULTANEOUS CLOSE PARALLEL ILS APPROACHES) I FEEL IT'S NOT VERY SAFE.
IF THEY HAD OCCURED YOU WOULD BE IN THE MIDDLE OF AN INVESTIGATON AND MIGHT NOT DO THE SURVEY.
WHY NOT DO SURVEY ON INTERNET

D5A
WE FLY ACROSS THE ATLANTIC WITH A 70 YEAR OLD SYSTEM--WE ARE USING ANCIENT HF RADIOS. WE CERTAINLY COULD USE SATELLITE COMMUNICATION WHICH IS IMMEDIATE AND ACCURATE. WITH HF RADIO YOU HAVE HUNDREDS OF AIRPLANES, ALL GOING IN THE SAME DIRECTION, WHO HAVE TO WAIT FOR ONE GUY. WE HAVE SATELLITE TRANSPONDERS THAT COULD BE OF IMMENSE HELP IN ROUTING ACROSS THE ATLANTIC.
GLAD YOU GUYS ARE DOING IT KEEP UP THE GOOD WORK
MOST OF THE EVENTS CITED ARE ROUTINE AND REALLY DON'T POSE SAFETY HAZARD, E.G, CHANGES IN AIRSPEED ASSIGNMENT, ETC
PLEASE ASK QUESTIONS ABOUT CREW FATIGUE!
ASK PILOTS WHAT THEY THINK OF THEIR COMPANIES PROCEDURES REGARDING SAFTEY MEASURES.
A WIDER WINDOW IS NEEDED TO DO THIS STUDY.
THEY COULD PUT A SURVEY OVER THE INTERNET.
RECALL PERIOD SHOULD BE MORE THAN 60 DAYS
IF I HAD RESPONDED POSITIVELY TO SOME OF YOUR QUESTIONS, I WOULDN'T BE TALKING TO YOU NOW BECAUSE I WOULD NOT HAVE A JOB! SO,THERE IS SOME IRRELEVANCY TO THESE QUESTIONS.
I THOUGHT IT WAS VERY THOROUGH AND PROFESSIONAL.
60-DAY PERIOD WOULD BE BETTER IF IT WERE 6-MONTH PERIOD WOULD GET MORE INFORMATION IN 6
INCLUDE QUESTIONS ABOUT WHAT PILOTS MIGHT THINK ABOUT DATA LINK--AND ABOUT PILOT REST AND FATIGUE. THE FAR REQUIREMENTS ARE NOT RIGHT AND TO LEAVE IT UP TO US TO DECIDE WHETHER OR NOT WE'RE TIRED ISN'T SAFE--A TIRED PILOT DOESN'T HAVE THE BEST JUDGEMENT--ALSO CIRCADIAN RHYTHMS DON'T MEAN THAT THE PILOT IS PREPARED TO FLY AT OPTIMUM. ALSO ASK ABOUT HOW OFTEN DEFERRED ITEMS HAVE CONTRIBUTED TO ANY OTHER PROBLEM IN FLIGHT. ALSO HOW OFTEN SOMEONE HAS TAKEN AN AIRPLANE OUT OF A STATION THAT DIDN'T HAVE MAINTENANCE FOR SOMETHING THEY NORMALLY WOULD HAVE CONTACTED MAINTENANCE BUT DECIDED TO WAIT UNTIL THEY REACHED THEIR DESTINATION. ASK HOW OFTEN PEOPLE HAVE BEEN PRESSURED BY MANAGEMENT TO FLY AIRCRAFT WITH MAINTENANCE PROBLEMS. HOW OFTEN HAVE YOU BEEN FORCED TO FLY SICK?
MOST QUESTIONS FOR COMMERCIAL PILOTS WILL HAVE A NO FOR RESPONSE
WOULD LIKE TO SEE A PAPER VERSION PRIOR TO THE DOING THE STUDY
TAKE OUT QUESTION CP3. PILOT SAID WE ASK INCRIMINATING QUESTIONS (I.E. DID YOU RUN OFF THE RUNWAY, ARE YOU STILL RUNNING OFF THE RUNWAY?). PILOT SAID NO ONE IS GOING TO TELL YOU THAT.
EXCELLENT!
DON'T LIKE VISUAL APPROACHES, THAT IS A SEPATATION THAT WE NEED TO TAKE ON (ANOTHER JOB THAT WE DO NOT NEED TO TAKE ON) NEEDS TO BE LEFT TO THE AIR TRAFFIC CONTROL.
A QUESTION SHOULD BE ASKED ABOUT HOW MANY TIMES FLIGHTS OCCUR IN NON-RADAR ENVIRONMENTS.
LACK OF ATC GPS APPROACHES, LACK OF REAL TIME WEATHER IN LOCATION X.
I AM CURIOUS AS TO WHY THE SURVERY ONLY COVERS THE LAST 30 DAYS, BECAUSE I COULD HAVE RESPONDED MORE THROUGHLY IF I COULD HAVE COVERED THE LAST 5 YEARS.
IT WOULD BE GOOD TO HAVE THE SURVEYS INCLUDE A LONGER PERIOD OF TIME, LONGER THAN 90 DAYS.
PLANES SHOULD HAVE THEIR NOSE LIGHT OFF UNTIL CLEARED FOR TAKE-OFF. LET SOME ONE KNOW YOU ARE ON THE RUNWAY- HELP WITH RUNWAY INCURSIONS
1
IT WOULD BE DIFFICULT FOR US TO ASK THESE QUESTIONS, WITHOUT EVER HAVING BEEN PILOTS
I THINK IT WAS A COMPLETE WASTE OF TIME.
YOU MIGHT INCLUDE IN YOUR SURVEY DUTY HOURS FOR PILOTS. FOR EXAMPLE: THRESHOLDS OF 13, 14, 15 HOURS A DAY OR MORE AND HOW DID THAT DUTY DAY AFFECT YOUR PERFORMANCE. DID YOU FEEL NORMALLY RESTED, SOMEWHAT TIRED, OVERLY TIRED, OR SOMEWHAT DISTRACTED? WAS THERE ANY INHIBITIONS TO RELATING THOSE DUTY HOUR PROBLEMS TO YOUR SUPERVISOR?

D5A
MAIL SURVEY AND THEN WE WILL HAVE ALL THE ANSWERS IN FRONT OF US.
PUT SURVEY ON PAPER
TAKING OFF FROM LOCATION X AIRPORTS WHEN THE CONTROLLERS ASSUME YOUR PERFORMANCE ABILITIES BY ASSIGNING YOU TO A PERFORMANCE THEY THINK YOU ARE CAPABLE OF ESPECIALLY WITH CONGESTED TRAFFIC
WISH THAT SURVEY COULD BE MORE RELEVANT. MOST QUESTIONS ARE ONCE IN A LIFETIME EXPERIENCES PILOTS WITH 20,000 HOURS EXPERIENCE THEM RARELY. IF THEY DID OCCUR, THERE WOULD BE AN INVESTIGATION OR LIFTING OF THE LICENSE.
IF THEY HAD A WEBSITE THEY CAN GO TO CHECK OUT THE INFO WE ARE GATHERING
R SAID GET SOMEONE TO DO THEIR JOB
SURVEY SHOULD BE OVER A YEAR TIME FRAME, BETTER ANSWER IF YOU WOULD IN A YEAR
RESPONDENT SAID "I WORK FOR AIR CARRIER X WHO BACKS UP THEIR CREW MEMBERS AND IT'S A VERY SAFE COMPANY TO WORK FOR."
FREQUENCY CONGESTION COULD BE A SERIOUS ISSUE AT LARGER AIPORTS.
TALKING ABOUT THE REVISED ATC CLEARENCES, ONE THING THAT REALLY MAKES A DIFFERENCE IS HOW SAFE OR UNSAFE WOULD THIS CLEARENCE CHANGE BE DEPENDS ON THE FAMILIARITY WITH THE AIRPORT. HAD SHE NOT BEEN FAMILIAR WITH THE FACT LOCATION X THAT THEY ALWAYS GIVE RUNWAY CHANGES, YOU WOULD NOT HAVE HAD ENOUGH TIME AT AN UNFAMILIAR AIRPORT TO MAKE THE ADJUSTMENT. AND, UH, I GUESS YOU DIDN'T ASK ABOUT CREW RESOURCE MANAGEMENT. HAD THE CREW MEMBERS BEEN FLYING TOGETHER A WHILE OR WAS THIS THEIR FIRST TRIP TOGETHER?
REDUCED TRAFFIC SEPARATION IN THE LARGE AIRPORT
THESE SURVEYS COULD BE DONE ON THE INTERNET.
WOULD LIKE TO SEE NASA REPORTING PROGRAMMED. A WAY FOR PILOTS TO PROTECT THEMSELVES IF THEY MAKE A MISTAKE AND IT IS NOT CLEAR FOR THEM TO BE ABLE TO EXPLAIN THE DIFFERENCE AND AIR SPEED TYPE. WOULD LIKE TO BE ABLE TO EXPLAIN THAT THEY HAVE BEEN ABLE TO SAY ATC IS TRYING TO MAKE DIFFERENT AIRPLANE FIT IN THE SAME HOLE AND IT WILL NOT WORK.
PRETTY GOOD SURVEY PER RESPONDENT
COULD ENLARGE THE PERIOD TO ONE YEAR, WHICH WOULD GIVE A BETTER PICTURE OF WHAT IS HAPPENING, AS SOME PERIODS ARE BETTER THAN OTHERS
TRY OPENING THE SURVEY TO LAST 1 YEAR
NO REFERENCE TO ATMOSPHERIC CONDITIONS
IF FATIGUE ISSUES CAN BE ADDRESSED MANY OF THE OTHER ISSUES ADDRESSED IN THE SURVEY WILL GO AWAY--BECAUSE THE CREW WILL BE ALERT AND MANY OF THE INCURSIONS WILL NOT OCCUR.
[SOMETIMES AIRCRAFT PUSH OUT] WITH MECHANICAL PROBLEMS AND HAD TO COME BACK. YOU DON'T ASK ANY QUESTIONS PERTAINING TO MECHANICAL PROBLEMS THAT OCCUR BEFORE TAKE-OFF
60 DAYS RECALL PERIOD SHOULD BE EXPANDED
I FEEL THAT THIS SHOULD BE INCLUDED BUT I DON'T KNOW WHERE: WE HAD A GO-AROUND IN AIRPORT X THAT COULD HAVE BEEN AVOIDED. PERSON X WAS ON THE RUNWAY AND ADVISED BY ATC TO CLEAR THE RUNWAY. DUE TO LANGUAGE AND UNFAMILIAIRITY WITH AIRPORT, PERSON X STOPPED ON THE RUNWAY CAUSING US TO GO AROUND. FORTUNATELY, WE WERE COMING FROM LOCATION X AND 3000 POUNDS HEAVY WITH FUEL WHICH WORKED OUT OKAY. HOWEVER, HAD THERE BEEN BAD WEATHER AND DIFFERENT CIRCUMSTANCES, THERE COULD HAVE BEEN AN INCIDENT.
NOT SURE ABOUT THE INFORMATION THAT HE GIVE FOR THIS SURVEY AND WHAT IS GOING TO HAPPEN WITH IT.
WE NEED TO MAKE SURE THAT FOREIGN AIR CARRIERS SPEAK ENOUGH ENGLISH IN ORDER TO NOT CONGEST THE AIRWAYS.
WE SHOULD BE SENT NOTIFICATION LETTERS ABOUT TIMEFRAME OF SURVEY, OUR ANSWERS COULD BE MORE ACCURATE

D5A
IT WOULD BE MUCH BETTER AND BETTER DATA IF DONE OVER INTERNET ANNONYMOUS, PILOTS WOULD BE MORE TRUTHFUL IN ANSWERING QUESTIONS
MIGHT ASK ABOUT INTERNAT'L SAFETY PROBLEMS
SHOULD ASK QUESTIONS ABOUT MID-AIR EVENTS, PARALLEL APPROACHES (E.G. AIRPORT X-VERY DANGEROUS)
R FEELS THAT THIS SURVEY IS A DUPLICATE OF REPORTS SHE HAS TO REPORT TO HER COMPANY OR THE FAA
OVERWEIGHT LANDINGS MIGHT BE ADDRESSED IN FUTURE STUDIES.
I WOULD'VE GIVEN DIFFERENT ANSWERS IF WE'D GONE BACK 6 MONTHS.
SURVEY IS GREAT WE DO A GOOD JOB (MEANING US THE STAFF) WANTS THIS TO CONTINUE AND SUGGUST WE PUT THIS ON THE WEBSITES, AN ONGOING SURVEY ON THE WEBSITES.
WHY ONLY 60 DAYS? SEND SURVEY OUT IN WRITTEN FORM TO FACILITATE GETTING THE RIGHT ANSWERS
SHOULD ASK ABOUT COORDINATION WITH SECURITY DURING PASSENGER DISTURBANCES - QUESTION TOO RESTRICTED
R SAID THERE WERE NO QUESTIONS IN CHANGES TO DEPARTURE RUNWAYS LAST MINUTE.
TCAS IS NOT REQUIRED FOR FREIGHTERS
GO BACK TO LARGER TIMEFRAME FOR MORE IMPUT
THE PEOPLE THAT WROTE THIS SURVEY DID A VERY GOOD JOB AND NEED TO BE COMMENDED.
60 DAYS DOESN'T COVER A LOT ABOUT WIND SHEAR, ARE USUALLY SUMMER EVENTS
ADD "OTHER" CATEGORY TO "AIRCRAFT HANDLING" SERIES
SHOULD BE ON THE INTERNET.
THERE IS SOME PARTICIPATION WITH A HOT-SPOT RUNWAY INCURSION PROGRAM THAT MAY NEED TO BE EXPANDED MORE. THERE NEEDS TO BE MORE FOCUS ON THAT. WHILE I HAVEN'T HAD THAT PROBLEM PERSONALLY, I SEE RUNWAY INCURSION AS A POTENTIAL PROBLEM
SURVEY COVERS EVENTS SELDOM EXPERIENCED BY MOST PILOTS. ALSO THE SURVEY IS TOO MONOTONOUS AND TIME-CONSUMING. IT COULD BE A BIT INTERESTING AND MUCH SHORTER/LESS TIME-CONSUMING IF EACH QUESTION DID NOT BEGIN WITH THE INTRODUCTORY PHRASE: "DURING LAST 60 DAYS ..FLIGHT ON WHICH YOU WERE CREWMEMBER". QUESTIONS SHOULD BE REWORDED ELIMINATING THIS PHRASE.
THE OTHER CONCERN I HAVE IS WEATHER BELOW 802;THE NON-REQUIREMENT TO HOLD AT THE HOLD LINE IS NON-EXISTENT UNLESS INSTRUCTED BY GROUND COJNTROL;IF GROUND CONTROL ISN'T AWARE, THIS CAN CAUSE GREAT PROBLEMS
TIME FRAME MAY NOT PROVIDE CLEAR PICTURE-SUGGEST 90 DAYS INSTEAD
VERY VALUABLE
REQUIRES MORE THAN A YES OR NO ANSWER
THERE SHOULD BE MORE THAN A 60 DAY WINDOW
I HAVE EXPERIENCED MOST PROBLEMS ASKED ABOUT ,BUT NOT IN LAST 30 DAYS.
IT'S AN EXCELLENT STUDY!
REVISING THE 60 DAY RECALL PERIOD
GOVERNMENT SHOULD KNOCK THIS NOCY OFF
HAVE BETTER DEFINITIONS OF TERMS. LACK OF CONFIDENC IN AVIATION INDUSTRY IN FAA, NASA AND THE AIRLINES. EVERY ONE COVERING THEIR ASS. COST IS EXCUSE. DON'T ROCK BOAT.
VERY PLEASED WITH THE QUESTIONS
QUESTIONS SHOULD BE ASKED ABOUT SECURITY. SPECIFICALLY, IF CREWS ARE DOING WHAT IS MANDATED.
PUT ONE COMPANY X SYSTEM ON EACH COMMERCIAL AIRPLANE, AND YOU'LL CUT DOWN ON RUNWAY INCURSIONS 100%. IT IS AN INEXPENSIVE (APPROXIMATELY $15,000) SOLUTION. GENERAL AVIATION PLANES HAVE THE COMPANY X SYSTEM AND ARE ABLE TO SEE THE LAY-OUT OF EVERY AIRPORT. THIS SHOULD BE AVAILABLE ON ALL COMMMERCIAL PLANES.
INSTEAD OF SAYING C-FIT , SAY THE WHOLE WORDS OUT

D5A
I FEEL LIKE YOU MISSED A LOT BY LIMITING IT TO 60 DAYS--I COULD HAVE GIVEN YOU MUCH MORE INFORMATION IF YOU'D NOT LIMITED THE TIME TO SUCH A NARROW PERIOD.
MORE SHOULD GO INTO FATIGUE ESPECIALLY WITH INTERNATIONAL FLIGHTS
BETTER TO DO IT ONLINE
SEVERAL OF THE QUESTIONS WERE AMBIGUOUS DUE TO MY TYPE OF JOB OF FLYING MAINTENANCE AND RE-POSITIONING FLIGHTS WHICH OFTEN INVOLVE CERTAIN PLANNED SITUATIONS FOR RESOLUTION PRIOR TO RETURNING AN AIRCRAFT TO SERVICE.
R DOUBTS THAT MOST RESPONDENTS WILL ANSWER TRUTHFULLY, GIVEN THE NATURE OF THE QUESTIONS WHICH IN ESSENCE COULD INCRIMINATE THE RESPONDENT.
WHEN YOU DO A SURVEY THE ANSWERS GIVEN ARE ONLY AS GOOD AS THE QUESTIONS ASKED
DIFFICULTIES PERFORMING A STANDARD INSTRUMENT DEPARTURE FOR NOISE ABATEMENT
NOT VERY CONFIDENT IT WILL HELP THE AIR TRAFFIC CONTROL SYSTEM
SHIFT FOCUS TO DEALING W/ TERRORISM. I WOULD ALSO LIKE TO RECOMMEND THAT YOU CONSULT WITH PERSON X.
AVAIATION IS SELDOM BLACK OR WHITE, YES/ NO ANSWERS DO NOT CAPTURE TH FLAVOR OF THINGS IF YOU WILL. SO HOW DO YOU QUANTIFY A MAYBE?
I QUESTION THE VALIDITY OF THE STUDY, ESPECIALLY WITH SUCH A SHORT, TIGHT TIME PERIOD, AND WONDER IF ANY OF THIS DATA WILL BE USED FOR ANYTHING. (I RESPONDED THAT INDEED IT WILL BE USED TO DETERMINE OPERATIONAL SAFETY AND TO SIZE UP CURRENT PROBLEMS/SITUATIONS THAT NEED ATTENTION BASED ON THE DATA WE ULTIMATELY COLLECT).
FAA AND ATC ARE LIVING IN THE PAST ,THAT'S WHAT'S CAUSING THE PROBLEMS
NASA DOES A GOOD JOB! ALSO, 99% OF MY FLYING HERE LATELY IS INTERNATIONAL.
60 DAY TIME FRAME MAKES NO SENSE -IT IS NOT LONG ENOUGH. ALL OF THE QUESTIONS ARE VAGUE. NASA SHOULD BE ASKING ABOUT SIGNIFICANT EVENTS IN THE PAST 6 MONTHS OR 12 MONTHS.
IT WAS GREAT. THE QUESTIONS WERE WELL-WORDED.
WOULD LIKE TO SEE A WEB SITE TO DO THESE STUDIES AT NASA
VERY GENERIC ITEMS AND MOST ANSWERS ARE ZERO. STATISTICS COULD SAY NO PROBLEMS.
WEATHER INFORMATION IS SUPPLIED IN A FIRST CLASS MANNER TO EVERYONE ON THE GROUND, IE. RADAR DISPLAYS IN THE AIR WE HAVE TO DECIPHER LARGE AMOUNT OF TEXT, TO DETERMINE WEATHER AREAS.
BY NARROWING THE SCOPE DOWN TO 3 MONTHS, THE SURVEY IGNORES THE PROBLEMS THAT DO EXIST / THE TIME SPAND OF THE SURVERY IS MUCH TOO NARROW
GIVE THE RESULTS
GOOD IDEA TO DO SURVEY
EXPEDITE THE SURVEY, ELIMINATE THE REPETITIVE INTRODUCTION PHRASE, ADDITIONAL ADD ON TO SECURITY AND CREW SCREENING, SECURITY POLICIES FOR OPERATIONAL PROCEDURES, TRAINING BY BULLETINS
IN THE SURVEY NASA HAS COVERED A LOT OF GOOD POINTS DEALING WITH WEAKNESS AND STRENGTHS
THERE WERE NO QUESTIONS ABOUT PILOT FATIGUE.
TIME FRAME SHOULD BE LONGER FOR MORE POSITIVE DATA.
REPHRASE THE FIRST QUESTIONS LEGS AND HOURS INTO A FORMAT THAT IS MUPLTLIE CHOICE . FOR EXAMPLE ASK IF THEY HAVE FLOWN 5-10 LEGS 10-20 LEGS OR 30 MORE HOURS
RECALL PERIOD SHOULD BE EXPANDED
INTERNET GOOD IDEA, ALSO ASKING FOR EXPERIENCE DURING CAREER INSTEAD OF MONTH(S)
GLAD NASA DOING SURVEY ,BECAUSE IT HELPS US ALL
WOULD LIKE RESULTS OF THE SURVEY/STUDY
ASK PILOTS MORE QUESTIONS HOW THE FEEL ABOUT THE CURRENT STATUS OF SECURITY CLEARANCE.
60 DAYS IS A SHORT SAMPLING PERIOD.

D5A
I THINK IT WAS PRETTY THROROUGH
GO OUT WITH A WIDER WINDOW IN TIME
LOOK FOR A TREND WITH THE PILOTS REGARDING CONTROLLERS. SETUP QUESTIONS LIKE: HAVE THINGS GOTTEN BETTER OR WORSE (RATING 1-10) 1) ON THE GROUND, 2) IN AIR, AND 3) WHILE EN ROUTE. THINGS HAVE GOTTEN BETTER BUT STILL NEED IMPROVEMENT.
DO IT ON THE INTERNET
GLAD WE ARE DOING IT. IF IT JUST SAVES ONE ACCIDENT IT IS WORTH IT.
QUESTION WERE VERY WELL PUT TOGETHER, COMPARED TO MOST SURVEYS.
IT WAS VERY WELL PUT.
SOME Q'S RATHER LENGTHY & HAD TOO MANY PARAMETERS, ALSO INTERNAT'L PROBLEMS COULD BE INCLUDED
SHOULD BE EXPANDED TO ABOUT 1 YEAR
NEED TO SKIP QUESTIONS THAT DON'T APPLY AND ADD QUESTIONS ABOUT ADEQUATE DUTY TIME, MINIMAL REST TIMES
I THINK IT'S GREAT! I'M GLAD YOU'RE DOING THIS.
SURPRISED YOU DID NOT MENTION FATIGUE AS A SAFETY ISSUE.
YES! IT'S A GOOD SURVEY.
RESPONDENT FEELS WE WOULD GET BETTER DATA IF WE WOULD HAVE A PILOT ASK PILOTS QUESTIONS IN A FORUM SETTING
SHOULD BE DONE ONCE A YEAR AND AMOUNT SHOULD BE DOUBLED
YOU SHOULD ASK ABOUT TIME LONGER THAN 90 DAYS. SHOULD HAVE A BIGGER WINDOW. HE CAN REMEMBER A LOT OF THNGS THAT YOU ASKED ABOUT THAT DID HAPPEN TO HIM.
NEEDS MORE SECURITY QUESTIONS ASKED.
VERY IMPRESSED WITH THE SURVEY
THINK IT IS FAIR
DUTY TIME AND PILOT FATIGUE FROM WORKING 14 HOUR DAYS.
WHY IS IT WE HAVE IN PLACE PROGRAMS TO TEST THE SKILLS AND HEALTH OF PILOTS AND AT THE AGE OF 60 THEY ARE REQUIRED TO RETIRE REGARDLESS OF THOSE SKILLS AND HEALTH. REQUIRED TO RETIRE AT AGE 60. THIS IS A CONDITION ONLY APPLICABLE TO THE UNITED STATES.
THE QUESTION CP3 SHOULD BE TAKEN OUT OF SURVEY, BECAUSE WE DON'T DO THAT ANYMORE.
NAVIGATION DATA BASES SHOULD BE MENTIONED.
GOOD SURVEY
THERE IS A FEELING AMONG PILOTS THAT AFTER EVENT X THINGS ARE NOT AS SAFE AS THEY USE TO BE. IT USE TO BE A LOT MORE ENJOYABLE, BUT NOW IT IS NOT. WE MUST BE MORE VIGILENT AND AWARE OF THE SAFETY
I JUST PARTICIPATED LAST YEAR, AND THIS PAST WEEK HAS BEEN BUSY, FAMILY IN FROM OUT OF TOWN. I HAVE BEEN CALLED 10 TIMES IN THE PAST FEW DAYS.
HITTING ON ALL THE MAJOR THINGS BUT NEED TO ASK ABOUT MORE TYPICAL THINGS THAT HAPPEN.
IN PREVIOUS 90 DAY SEGMENTS HE COULD HAVE GIVEN AFFIRMATIVE ANSWERS TO A LOT OF THESE SUBJECTS / ISSUES BUT HE HAS BEEN ON VACATION AND HIS TIME DOES NOT REFLECT A TRUE ACCOUNT OF THE NORM FOR HIM. THINGS ABOUT IN FLIGHT DELAYS AND HOLDINGS, HE COULD HAVE ANSWERED YES TO HAD THE TIME FRAME BEEN DIFFERENT.
TIME FRAME SHOULD BE AT LEAST 1 YR FOR BETTER DATA
INCORPORATE TCAS IN AIRCARGO
THANK YOU FOR INCLUDING ME.
THOUGHT IT WAS GOOD
ASK QUESTIONS ABOUT DUTY TIMES IN THE LAST 60 DAYS. HOW MANY TIMES WERE YOU ON DUTY FOR MORE THAN 8,10, OR 12 HOURS?

D5A
NEED MORE RUNWAYS TO LAND ON WILL HELP TO ALLEVIATE CONGESTION. ATC CONTROL NEEDS TO BE UPDATED REGULARLY
MAYBE THE QUESTIONS SHOULD NOT BE LIMITED IN THE LAST 60 DAYS. THE METHOD OF FLYING IS CONSISTANT. MAYBE IT SHOULD BE 5 TO 10 YEARS
RESPONDENT SAID HAVE MORE PARTICIPATION AND INVOLVEMENT WITH ATC REGARDING THE WEATHER
WHAT ARE WE DOING WITH THE RESPONSES?
SOME PILOTS MAY NOT BE TELLING THE TRUTH ABOUT ALL THESE QUESTIONS.
SURVEY IS VERY GOOD
TINKS NASA DOES A WORLD OF GOOD FOR THE AVIATION INDUSTRY
WE NEED TO KEEP THIS PROGRAM GOING AS THE PROBLEMS AND ISSUES DO NOTHING BUT GROW AS TRAFFIC CONTINUES TO MOUNT
IF I KNEW WHAT YOU WERE GOING TO ASK I WOULD HAVE MY FLIGHT BOOK AVAILABLE-HELP MY MEMORY
REMIND PILOTS IN THE LETTER WE MAIL TO HAVE LOG BOOK NEARBY
MOST SAFETY ISUES ARE MUCH MORE SUBTLE THAN THESE, I WOULD EXPECT A FOLLOW-UP. IT APPEARS THAT THE SURVEY WOULD BE BETTER SPENT FOLLOWING UP WITH THOSE PILOTS WHO HAVE FILED A SAFETY REPORT.
PRETTY THOROUGH
IT MIGHT BE HELPFUL TO GIVE A PILOT A HEADS-UP A COUPLE OF DAYS PRIOR TO DOING THIS INTERVIEW. THAT WAY, WE COULD AT LEAST GET ACCURATE FIGURES TOGETHER FOR HOURS FLOWN IN THE LAST 60 DAYS, AS WELL AS THE TOTAL NUMBER OF COMMERCIAL FLYING HOURS IN OUR CAREERS. OR, MAYBE EVEN MENTION IN THE NASA LETTER THAT THESE NUMBERS WILL BE REQUESTED.
I'M GLAD I'M DOING IT
IT PROBABLY WOULD HAVE BEEN BETTER TO DO THIS OVER THE INTERNET SO THAT WE COULD DO THIS AT OUR CONVENIENCE.
AIRPORT X CONTROLLERS DID EXCELLENT JOB DURING THUNDERSTORM RECENTLY
SHOULD DECREACE REPETITION OF QUESTIONS THAT ARE ANSWERED AFFIRMATIVELY
SAFETY ISSUE FOREIGN ATC NOT SPEAKING IN ENGLISH.
HAVE RESPONDENT CALL US BACK FOR SECURITY REASONS
DO A SURVEY WITH PILOTS REGARDING AIRPORTS, ATC AND ACTIVITIES
VERY GOOD SURVEY
SHORT WINDOW OF TIME
CONTOLLERS ARE GENERALLY OVERWORKED. WHEN THEY ARE, THE COMMUNICATIONS QUALITY GOES DOWN. STATE OF THE ART SYSTEMS SUCH AS SAT COM AND GROUND-BASED RADAR SHOULD BE MANDATED FOR ALL AIRLINES.WE NEED TO REDUCE OUR RELIANCE ON HUMANS AND USE TECHNOLOGY. RAMP CONTROL PERSONNEL SHOULD BE DRUG TESTED AND PROMOTED TO A HIGHER LEVEL. BY REQUIRING BETTER CREDENTIALS, QUALITY WILL BE IMPROVED AND SAFETY CONDITIONS WILL ULTIMATELY IMPROVE. LABOR CONTRACTS SHOULDN'T BE FOR MORE THAN 6 MONTHS. WHEN THEY'RE 3-4 YEARS WORKERS DON'T CARE AS
MANY QUESTIONS REQUIRE MORE THAN A YES OR NO ANSWER. HE WOULD BE HAPPY TO SPEAK WITH SOMEONE REGARDING HOW TO WORD THE QUESTIONS IN ORDER TO GET MORE RELIABLE INFO
SAFETY RELATED ISSUE, MISTREATMENT OF AIRLINE CREW BY AIRPORT, SECUIRTY, LACK OF ADEQUATE GUIDANCE FOR FLIGHT CREWS WITH REGARD TO PASSENGERS' NON COMPLIANCE, FLYING IN AND OUT OF NATIONAL AIRPORT, DURING WINTER OPERATIONS LOCAL AIRPORTS LACK OF GIVING TIMELY AND ACCURATE INFORMATION (NOT AVIALIABLE OR TOO OLD) ON RUNWAY SURFACE CONDITIONS AND BRAKING ACTION, HAVING FAA CONTROL AIRPORT VERSUS CITY CONTROL. AIR TRAFFIC CONTROLLER BELIEVE IT IS THE PILOT TO ASSIST THEM, NOT THE OTHER WAY AROUND, THEY GIVE PRIORITY TO THE FIRST AIRCRAFT RATHER THAN THE LATER AIRCRAFT. AIRLINE MANAGEMENT LACKOF SUPPORT FOR CAPTAIN DECSION MAKING.

D5A
WEATHER RADAR IS INADEQUATE--AIRBORN AND ATC WEATHER RADAR. FRQUENCY CONGESTION--NOT HAVE A CRITICAL SITUATION BUT HAPPENING MORE AND MORE--IN LAST 3-4 YEARS. GOING TO GET WORSE WITH TIME. FATIGUE IS ISSUE. MORE RED-EYE FLIGHTS. TURN AROUND REST TIME IS NOT ENOUGH.
THERE IS A TREND OF FOREIGN PILOTS NOT UNDERSTANDING OR INTERPETING THE ENGLISH LANGUAGE AT A HIGH LEVEL. THE AIR TRAFFIC CONTROL SYSTEM IS BECOMING MORE FREQUENCY CONGESTED; THEREFORE, A BETTER UNDERSTANDING OF THE ENGLISH LANGUAGE IS IMPERATIVE. CONTROLLERS DON'T HAVE TIME TO REPEAT THEMSELVES OVER AND OVER AGAIN IN THE AREAS SUCH AS AIRPORT X, AIRPORT X, AIRPORT X, AIRPORT X, AIRPORT X, AIRPORT X, AND AIRPORT X.
SIX MONTHS TO A YEAR WOULD HAVE BEEN A BETTER TIME FRAME FOR MORE ACURATE DATA
THE SURVEY SHOULD GO BACK A LITTLE BIT FURTHER
NASA AS KEY-OVERSEER NEEDS TO TAKE IMMEDIATE AND APPROPRIATE ACTION IN ADDRESSING AVIATION SAFETY ISSUES WHICH IT IS ALREADY WELL AWARE OF.
WHEN FREQUENCIES GET JAMMED, CONTROLLERS DON'T HEAR US AND WE DON'T HEAR THEM. THEY GET FRUSTRATED WHEN WE CALL BACK FOR CONFIRMATION AND AT TIMES GET VERY SARCASTIC WHEN WE ASK FOR A CONFIRMATION, BUT WE DO THIS FOR SAFETY REASONS, NOT TO ANNOY THEM. I UNDERSTAND AND SYMPATHIZE WITH WHAT CONTROLLERS HAVE TO DO. THE FAA NEEDS TO ADVOCATE THAT WE HAVE FLIGHT CREWS WHO UNDERSTAND WHAT CONTROLLERS HAVE TO DEAL WITH AND CONTROLLERS WHO UNDERSTAND WHAT FLIGHT CREWS HAVE TO DEAL WITH. THE BOTTOM LINE IS SAFETY
GOING BACK 60 DAYS GETS A LITTLE FOGGY IF SOME OF THE QUESTIONS WERE KNOWN IN ADVANCE, COULD ANSWER MORE ACCURATELY
ASKING ABOUT THE PREVIOUS 90 DAYS IS NOT A LONG ENOUGH TIME PERIOD TO BE STUDYING
SINCE I FLY IN LOCATION X, MY EXPERIENCES ARE SOMEWHAT DIFFERENT REGARDING AIRSPACE AND FREQUENCY CONGESTION. THEY WOULD NOT REFLECT WHAT WOULD BE HAPPENING IN THE 48 STATES.
THE EVENTS BEING ASKED ABOUT IN THE SURVEY SEEM EXTREME. I DON'T SEE THE VALUE OF ASKING ABOUT THEM SINCE THE DESCRIPTIONS OF THEM SHOULD ALREADY EXIST SOMEWHERE IN SOME DATA BASE. EVERY PILOT I KNOW WOULD HAVE COMPLETED A NASA FORM ALREADY FOR EACH OF THESE EVENTS.
I THINK NASA SHOULD INITIATE A TOLL FREE HOT LINE IN ORDER FOR US TO REPORT INCIDENTS, ISSUES, ETC. ANONYMOUSLY.
I FEEL IT WOULD BE EASIER AND MORE ACCURATE INFORMATION IF SURVEY COULD BE DONE ON INTERNET.
SURVEY IS TOO OPERATIONAL SHOULD FOCUS ON MODERNIZATION ISSUES
60 DAYS TOO NARROW OF A WINDOW -I KNOW I WOULDN'T HAVE A PROBLEM RECALLING MOST OF THESE EVENTS EVEN IF THEY HAPPENED 40 YEARS AGO
LETTER SHOULD BE MORE SPECIFIC ABOUT TYPES OF QUESTIONS AND TIME FRAME
INTERVIEW WOULD BE EASIER TO DO ON INTERNET
SPECIFIC QUESTIONS DID NOT GIVE LATITUDE FOR ANSWERS
I AM A TEST PILOT FOR A SPECIFIC COMPANY
FLYING INTERNATIONAL A LOT. I THINK ICAO TERMINOLOGY SHOULD BE IMPLEMENTED IN THE UNITED STATES. EXAMPLE: IN THE US WE SAY POSITION AND HOLD, EVERYWHERE ELSE THEY SAY LINE UP AND WAIT.
THEY NEED TO GET THE SECURITY ACT TOGETHER.
INCREASE PERIOD FROM 60 DAYS BECAUSE EVENTS ARE SO RARE
ADDITIONAL QUESTIONS NEEDED FOR TCAS ADVISORY ALERT
ALLOTTING MORE TIME FOR REST ON THE GROUND.
RESPONDENT SAYS THE FAA DOESN'T ADDRESS THE PROBLEMS BETWEEN AIR CARRIER X AND AIR CARRIER X. ALSO PASSENGER UNKNOWN IN RESPECT TO CARGO THAT IS NOT WITH PASSENGER
VERY GOOD SURVEY
E-MAIL GOOD OPTION

D5A
HE IS HAPPY IT CAME ABOUT.
STOP REPEATING LAST 60 DAYS & CREWMEMBER
EXTREMELY PLEASED WITH SURVEY DONE ANONYMOUSLY
KNOWING THAT THIS SURVEY DEALS WITH SAFETY ISSUES. THERE SHOULD BE A SET OF QUESTIONS THAT DEAL WITH SECURITY. IN THIS SAME SETTING, WITH A 60 DAY RECALL. WRITER DID REFER PILOT TO FAA OR UNION. STATED THEY WILL NOT GO THERE AND SPEAK FREELY. SAID I GOT HIM TO OPEN UP IN THE SHORT TIME WE SPOKE. THEY NEED THIS SETTING FOR SECURITY ISSUES AS WELL. THINKS IT'S HUMILIATING TO HAVE TO TAKE OFF SHOES AND BE PHYSICALLY SEARCHED IN FRONT OF PUBLIC. LISTED COMMENTS OUT OF RESPECT FOR
I APPRECIATE BEING ASKED FOR MY INPUT.
MORE REASONABLE TO SURVEY OVER A YEAR'S TIME
THE 60 DAY PERIOD IS SO NARROW FOR THIS SURVEY THAT I THINK IT IS MEANINGLESS.
WE SHOULD LENGTHEN TIME FRAME FROM 60 DAYS TO 6 MONTHS. AND ATC PROBLEM REALLY BOTHERS HER, CONTROLER SHOULD SPEAK MOORE CLEARLY AND HAVE MORE PATIENCE. CHANGING TO ANOTHER RUNWAY AND THINGS LIKE THAT DO HAPPEN FREQUENTLY IF WE SEE ITS UNSAFE WE DO GO AROUND. WE DO HAT THEY ASK A LOT BUT WE (DON'T LIKE IT).
ASK MORE QUESTIONS ON FOREIGN FLYING AND DEFINITELY VNAV.
WHY DO WE HAVE IDENTIFICATION AND WHY DO WE HAVE TO GO THROUGH SCREENING? DO A BACKGROUND CHECK ON ALL PILOTS AND GIVE THEM A CARD THAT CLEARS THEM.
IT SHOULD COVER MORE THAN 90 DAYS, THE TIME FRAME IS TOO SHORT, BECAUSE I WAS VERY PREPARED TO EXPLAIN MANY OF THE ENCOUNTERS, MAYBE A YEAR WOULD BE SUFFICIENT FOR ACCURATE INFORMATION.
THE RVSM IS IMPLEMENTED BUT MANY PILOTS DON'T KNOW ABOUT THIS
ANOTHER BIG SECURITY ISSUE IS HAVING WEAPONS IN THE COCKPIT ON CARGO FLIGHTS, ESPECIALLY AT REMOTE AREAS (I.E. LOCATION X AND LOCATION X. THIS IS DEFINITELY A SOFT TARGET AREA.
THE QUESTIONS SHOULD NOT HAVE ALL YES AND NO QUESTIONS/ ANSWERS…SHOULD BE MORE ARBITRARY.
LIKED THE SURVEY
I SUGGEST YOU LET US KNOW THE FINAL QUESTION EARLY SO WE HAVE TIME TO THINK ABOUT IT. ALSO, I WANT TO MENTION THAT WHEN I WORKED IN THE [CITY] AREA (FOR 5 YRS), I FOUND THERE TO BE SOME EXCELLENT CONTROLLERS....THEY WERE EXTREMELY GOOD IN THEIR RELATIONSHIPS WITH PILOTS.
I'M VERY HAPPY THAT YOU ARE DOING THE STUDY AND HOPE THAT RESULTS WILL BE INCLUDED IN OUR PROFESSIONAL PUBLICATIONS.
RESPONDENT SAID THERE SHOULD BE QUESTIONS ABOUT PILIOT FATIQUE. RESPONDENT FLIES FOR AIR CARRIER X AND FLYS THROUGH THE NIGHT.
I WOULD LIKE THE FAA TO QUIT IGNORING THE NIGHT DUTY LIMITS AND CREW DUTY TIME
ADDITIONAL SECURITY AND TERRORISM
GOOD SURVEY
WOULD LIKE TO SEE MORE SURVEY OF THIS NATURE REGARDING AIRLINE SAFETY
I WORK FOR AN AIRLINE THAT'S JUST COMING OUT OF BANKRUPTCY, AND A NUMBER OF OTHERS ARE ON THE VERGE OF FOLDING. THE ANXIETY AND CONCERN ABOUT THE POSSIBILITY OF LOSING ONE'S JOB AND/OR THE FINANCIAL AND PSYCHOLOGICAL RAMIFICATIONS OF BEING MOVED FROM THE LEFT SEAT TO THE RIGHT SEAT DOES AFFECT MORALE AND ATTITUDE IN THE COCKPIT AND CAN HAVE SERIOUS SAFETY IMPLICATIONS.
IT WOULD HAVE BEEN PREFERABLE FOR ME TO HAVE A LARGER TIME WINDOW. I HAVEN'T FLOWN THE LARGE FREIGHTER IN OVER 60 DAYS AND MY ANSWERS WOULD HAVE BEEN DIFFERENT IF THE TIMEFRAME HAD BEEN LONGER.
IT'S TOO LONG! IF YOU WEREN'T SUCH A NICE PERSON I WOULD HAVE HUNG UP A LONG TIME AGO.
ONE THING TOTALLY LEFT OUT IS PILOT'S FATIGUE AND DUTY DAYS
RESPONDENT SAID THERE SHOULD BE MORE NARRATIVE IN THE SURVEY

D5A
THE ONLY THING IS TRYING TO REMEMBER 140 EVENTS IN 90 DAYS--IT'S LESS PERFECT ACCURACY.
I HOPE THE DATA ARE VALUABLE.
WE NEED MORE SURVEYS OF THIS SORT TO OBTAIN THE USERS INPUT.
GROUND OBSTRUCTION
I APPRICIATE YOU GUYS DOING THE SURVEY.
60 DAY LIMIT IS DIFFICULT-WOULD LIKE TO RESPOND FOR LONGER TIME PERIOD
I HAVE ANOTHER SUGGESTION THAT'S IMPORTANT FOR SAFETY: HAVE THE TRAFFIC CONTROLLERS STOP GIVING CLEARANCE INSTRUCTIONS WHEN WE'RE TOUCHING DOWN FOR A LANDING--IT'S VERY DISTRACTING.
I THINK IT'S A VERY GOOD IDEA THAT YOU'RE DOING THIS SURVEY.
NOTHING VERY NEW ABOUT THE QUESTIONS
SHOULD NOT BE DONE ON TELEPHONE --TOO LONG
ON THE ROLL-OFF PHASE, SHOULD NOT GET TAXI CLEARANCES
IT'S TOO SHORT OF A TIME FRAME TO GET GOOD DATA,TRY EXTENDING TIME FRAME TO ABOUT SIX MONTHS
NO. SOUNDS GOOD TO ME.
WHY IS THE TIME WINDOW SO SHORT--ESPECIALLY SINCE 9/11 A LOT OF US HAVEN'T BEEN FLYING A LOT SINCE
60-DAY TIME LIMIT SHOULD B 120 DAYS
THE SURVEY SHOULD ADDRESS A LONGER PERIOD OF TIME THAN 60 DAYS ONLY.
MOST OF WHAT WE ASK ABOUT ALMOST NEVER HAPPENS, THOSE THAT DO WOULD BE REPORTED IN OTHER WAYS, WONDER HOW NECESSARY IT IS, QUESTIONS ABOUT ATC VALID, NO OTHER WAY TO FIND OUT ABOUT
EXPERIENCE LEVELS OF ACTUAL EMERGENCIES IN ENTIRE CAREER NOT LIMITED WINDOW OF 30 OR 90 DAYS
GOOD PROGRAM TO PROVIDE SAFETY FEEDBACK.
THE SECURITY SYSTEM IS A JOKE AND JUST HORRIBLE.
OFFER IT ON THE INTERNET INSTEAD OF PHONE
NEED MORE DETAIL
R SAID HE APPRECIATES THE WORK NASA DOES
SYSTEM X
THE SURVERY SHOULD INCLUDE A YEAR TO SIX MONTHS TO BE MORE ACCURATE. .
RESPONDENT SAID MAKE SURVEY INCLUDE 12 MONTHS
60 DAYS IS A GOOD TIME TO LOOK BACK ON
WE SHOULD ASK IF HE FLYS INTERNATIONALLY
I SEE IT MORE AS SYSTEM FAILURE THEN AIRCRAFT FAILURE. IT IS ALL ABOUT MONEY--TOO MANY PLANES. WOULD LIKE TO SEE A PROGRAM LIKE THE NASA REPORTS WHERE WE CAN REPORT CERTAIN INCIDENTS ANONYMOUSLY. MALFUNCTION AND DEFECT REPORTS. NOT WORRY ABOUT REPRISALS. LIKE HAVING SAME FLIGHT NUMBERS TO SAME AIRPORT.
CAN THIS BE DONE ON PAPER OR BY COMPUTER.
COULD GATHER MORE INFORMATION IF YOU WENT BEYOND 60 DAYS
SMALL AIRCRAFT ON TAXIWAY ARE IMPOSSIBLE TO SEE BY LARGER AIRCRAFT. NEED MORE VISIBLE MOISTURE ON AIRCRAFT AND TAXIWAY MARKINGS IN WET CONDITIONS.
VNAV PATH AND SPEED DESCENTS.
WHAT THE SURVEY MISSES ARE THE OCCURENCES PREEMPTED BY PILOT'S ACTIONS. ALSO, PILOTS ARE VERY MUCH DISTRACTED BY SCREENING PROCEDURES TO THE POINT OF IT HAVING AN IMPACT OF JOB FUNCTION.
WELL ROUNDED SURVEY
THIS SURVEY SHOULD BE MORE SPECIFIC IN WHOM IT APPLIES- CORPORATE, CARGO, REVENUE. PILOT FELT THAT THIS SURVEY WAS NOT INTERESTED IN HIS CAPACITY OF FLYING
MANY QUESTIONS OCCUR ONCE IN A CAREER. OTHERS ARE REAL BIG BOOBOOS

D5A
MOST OF THE QUESTIONS ARE ONCE IN A LIFETIME EVENTS. I DO HAVE GRIPES BUT THIS SURVEY DOESN'T ADDRESS THEM.
NASA SHOULD INCREASE THE 60 DAY TIME PERIOD.
RESPONDENT HAD NO COMMENTS. HOWEVER, TO CLARIFY THE APPEARANCE OF AIRCRAFT X TWO TIMES. PLEASE NOTE THAT THE SECOND ENTRY IS FOR AIRCRAFT X.
WAS GLAD WE ASKED THE QUESTIONS THAT HE ANSWERED IN THE AFFIRMATIVE
SIXTY DAY PERIOD IS TOO LIMITED A TIME PERIOD TO BE ASKING ABOUT THESE OCCURRENCES
I AM SKEPTICAL OF YES AND NO QUESTIONS. SO. I HOPE THAT THIS SURVEY DOES SOME GOOD.
WHERE ARE THEY GOING TO PUT ALL THE LITTLE AIRPLANES. THE COMMUTERS.
CAN WE ELIMINATE THE USE OF FOREIGN AGENCIES TOO MUCH ATC IN NATIVE LANGUAGES. EVEN LOCATION X SPEAK IN LANGUAGE X AND CANT TELL WHERE THESE CRAFT ARE AND WE CANT UNDERSTAND THEM. WE SHOULD KNOW WHAT THEY ARE DOING. ENGLISH IS THE LANGUAGE OF AVIATION.
WE SHOULD HAVE SOME QUESTIONS ABOUT OPERATIONS IN FOREIGN COUNTRIES
INTERPERSONAL CONFLICTS BETWEEN CREW MEMBERS (I.E., CONCERNED ABOUT DISAGREEMENTS IN INTERPRETATION/DISTINGUISHING BETWEEN VARIOUS OPERATIONAL TECHNIQUES AND PROCEDURES)
DO INTERVIEW ON THE INTERNET WOULD BE MORE CONVENIENT
HAVE IT LOOKED OVER BY PEOPLE ACTIVE IN THE INDUSTRY
CIRCADIAN RHYTHM IS A BIG PROBLEM. YOU WILL NOT KNOW WHAT YOUR NAME IS. VERY BAD OUT THERE. NOT SAFE AT ALL. RULES ARE BEING USED THAT WERE MADE IN THE 1930'S. WE WERE NOT FLYING AT NIGHT AT THAT TIME AND THE RULES ARE STILL THE SAME. VERY UNSAFE. PILOTS ARE TIRED AND IT IS BAD BECAUSE OF CONGESTION AT AIRPORTS AND EVERY THING ELSE, SO THE CIRCADIAN IS A VERY BAD THING.
THE QUESTIONS DID NOT ALLOW FOR ADEQUATE ANSWERS
ANSWERS WOULD BE DIFFERENT WITH A LARGER WINDOW
DUTY TIMES AND FATIEGE
MORE QUESTIONS NEEDED THAT ADDRESS PROBLEMS THAT COULD RESULT WHEN THE ATC FORGETS TO HAND-OFF TO ANOTHER ATC CONTROLLER OR APPROACH CONTROLLER AS ATC WORKLOAD INCREASES.
HAVE A PILOT FORM THE QUESTIONS
I FEEL THIS SURVEY COULD BE DONE OVER INTERNET.
GOOD SURVEY
IN THE OPINION OF THE PERSON BEING INTERVIEWED, IT SHOULD BE ASKED WHAT WOULD BE THE BIGGEST SAFETY HAZARD THAT THE PILOTS ARE EXPERIENCING ON A DAY TO DAY BASIS.
TRAFFIC CONJESTION, FREQUENCY AND RADIO CONTROL.
QUESTIONS THAT RESPONDENT ANWERED YES TO SHOULD HAVE HAD FOLLOW UP QUESTIONS
WELL DONE! VEREY PROFESSIONAL!
MAKE THE SURVEY COVER MORE THAN 60 DAYS
SURVEY SHOULD COVER AT LEAST 6 MONTHS OF FLYING EXPERIENCE
RESPONDENT SAID MAKE SURVEY HAVE A LONGER TIME PERIOD
ATC COMMUNICATION DIFFICULTIES WERE IN LOCATION X
AIR TRAFFIC CONTROLLERS ARE OVERLOADED-REQUIRED TO WORK 2 FREQUENCIES AT THE SAME TIME, PILOTS CAN'T HEAR
ATC MUST BE MADE AWARE THAT THEY ARE INFINITELY MORE FAMILIAR WITH THEIR SECTOR OF SKY THAN THE PILOTS. CONTROLLERS NEED TO BE MADE AWARE THAT STANDARD TERMINOLOGY WITH RESPECT TO TURBULENCE IS NECESSARY. EVERYONE NEEDS TO USE THE SAME TERMINOLOGY AT ALL TIMES. NASA IS A WONDERFUL COMPANY. I ENJOY DOING THE SURVEYS, AND READING THE INFORMATION FROM THE SURVEYS. I HAVE LEARNED A LOT FROM THESE SURVEYS.
MANY INCIDENTS HAVE OCCURRED, BUT NOT IN THE LAST 60 DAYS.

D5A
SPECIFIC COMPANY PROCEDURES, WHICH HINDER SITUATIONAL AWARENESS IN VARIOUS PHASES OF FLIGHT. REDUCE SITUATIONAL AWARENESS AND REDUCE MARGINS OF SAFETY IN VARIOUS PHASES OF FLIGHT.
IS THIS JUST LIKE NASA REPORTS?
60 DAYS SHOULD BE EXTENDED TO 120 OR 180 DAYS WOULD GIVE YOU A MORE ACCURATE OVER ALL VIEW.
REGARDING FREQUENCY CONGESTION, LOCATION X IS THE WORST. THE BEST AIRPORT THAT OTHERS SHOULD TAKE A LESSON FROM IS AIRPORT X. THE WORST THAT NEEDS MUCH IMPROVEMENT IS LOCATION X. LOCATION X IS A DISASTER WAITING TO HAPPEN. ' CLEARANCE CHANGES ARE TOO HIGH ON VISUAL APPROACH. MAKES FOR UNCOMFORTABLE APPROACH. GROUND CONTROL FREQUENCY CONGESTION AT LOCATION X AIRPORT NEEDS IMPROVEMENT.
DUAL TYPE RATING
I DON'T THINK THAT THERE ARE AS MANY PROBLEMS NOW THAT THE AIR SPACE IS LESS CROWDED.
[AIRPORT X] IS NOT ISSUING WHAT WOULD BE CONSIDERED REASONABLE REQUESTS AND PARAMETERS REGARDING CHANGES IN AIR SPEEDS AND ALTITUDE. THIS IS A BIG, HEAVILY TRAFFICKED AIRPORT WITH EXTREMELY LIMITED AIRSPACE. MILITARY CONTROLLERS RUN IT AND THEY TRY TO PUT YOU INTO A BOX WHICH DOESN'T FIT YOUR AIRCRAFT.
GET RID OF THE FAA AND PRIVATIZE, BECAUSE THE FAA IS ABOUT 10 YEARS BEHIND, IE, SECURITY.
HAS EXPERIENCED QUITE OF FEW OF THESE EVENTS IN THE PAST FEW YEARS. 60 DAY RECALL NOT LONG ENOUGH PERIOD OF TIME.
I'LL BE HAPPY TO HELP AT ANYTIME IN THE FUTURE. THIS IS AS INTELLIGENT A SET OF AVIATION QUESTIONS AS I'VE EVER EXPERIENCED IN 40 YEARS OF FLYING.
A.T.C SYSTEM IS THE BEST IN THE WORLD, AND TRAINING THAT U.S. PILOTS RECEIVE IS ALSO THE BEST IN THE
TAX ON TICKETS THAT GOES TO A FUND THAT HAS NOT BEEN USED FOR SAFETY-- MAY BE USED TO BALANCE THE BUDGET. SHOPULD BE USED FOR RUNWAYS, ATC SYSTEMS. NEED MORE COOPERATION TWEEN AIRLINES AND FAA--SCHEDULING. NO UPGRADING OF ATC TO HANDLE THAT
IT WAS PRETTY GOOD FOR A SURVEY.
SURVEY SHOULD BE ON THE INTERNET - I COULD THINK MORE ABOUT MY RESPONSES
YES OR NO ANSWER SELECTIONS PREVENTS YOU FROM GIVING INFORMATION NASA'S LOOKING FOR
THE 30-DAY LIMIT IS TOO LIMITING. YOU ELIMINATE A LOT OF INFORMATION--IT ELIMINATES ABOUT 98% OF THE PROBLEMS YOU'RE LOOKING FOR.
R WANTED TO THANK THE INTERVIEWER FOR PUTTING ALL THIS TIME AND EFFORT INTO THIS SURVEY
SURVEY SHOULD HAVE A TIME SPAN OF 1 TO 2 YEARS
IT WOULD BE NICE TO SEE A SURVEY BROADER THAN THE LAST 90 DAYS, IT CLOUDS AND DOESN'T GIVE QUITE THE PICTURE YOU NEED TO HAVE
IT 'S A GOOD CROSS-SECTION.
PILOTS ARE NOT ALLOWED TO LEAVE THE COCKPIT FOR ANY REASON. SHOULD NOT BE INCLUDED IN SURVEY.
ASK QUESTIONS ABOUT ANY GIVEN PERIOD YOU SHOULD SAY AT LEAST A YEAR NOT A LONG ENOUGH TIME
I THINK THE SURVEY SHOULD NOT LIMIT TO THE LAST 30 DAYS (DON'T RESTRICT IT)
YOU SHOULD EXPAND YOUR QUESTIONS TO ALSO ASK IF ANY EVENTS OCCURRED IN THE LAST 6 MONTHS, THE LAST YEAR, OR EVER. YOU SHOULD ASK THE CATEGORY OF AIRPLANE FLOWN (GLASS COCKPIT) AND THE WEIGHT. DEPENDING ON THE SIZE AND WEIGHT OF THE AIRCRAFT, IT COULD EXPERIENCE INCIDENTS AT CERTAIN AIRPORTS BECAUSE OF THE LOCATION OF THE AIRPORT, WEATHER, AND THE WEIGHT OF THE PLANE, WHETHER IT IS A TURBO PROP OR JET ENGINE, ETC.
HE BELIEVES HE MIGHT HAVE BEEN CALLED THREE TIMES AND WONDERED IF OTHERS HAVE HAD THE SAME EXPERIENCE
I HOPE THIS SURVEY HAS NOTHING TO DO WITH ASAP
WE SHOULD DO THIS OVER THE INTERNET

D5A
PUT SURVEY ON THE WEB, IT WOULD BE EASIER
LONGER PERIOD THAN 60 DAYS
FEELS THAT NASA REPORTS ALREADY COVER THESE EVENTS WHICH REQUIRE MANDATORY REPORTING AS A PROCEDURAL MATTER; THEREFORE, CAN'T REALLY SEE THE NEED FOR THIS SURVEY.
IS GOING BACK JUST 30 DAYS ACCURATE ENOUGH.
TSAS RESOLUTION ADVISORY NEED TO BE ADDRESSED, DEVIATION FROM STABILIZED APPROACHES
ATC TALKS TO DIFFERENT AIRPLANES ON DIFFERENT FREQUENCIES AT THE SAME TIME. EXAMPLE - AIRPORT X (IN MIDDLE OF NIGHT) HAS ONE PERSON IN TOWER & THAT PERSON DOES EVERYTHING - RADIO COMMUNICATION NEEDS IMPROVEMENT
PRE FER TO DO THIS ON INTERNET
I REALLY DON'T THINK THAT YOU'RE GOING TO GET MUCH INFORMATION FROM THIS STUDY.
MAY WANT TO EXPAND BEYOND 60 DAYS
BEING ABLE TO DO THIS ON LINE MIGHT GIVE MORE ACCURATE ANSWERS
GOOD QUESTIONS BEING ASKED FOR BOTH CORPORATE AND 121 PILOTS
TIME FRAME IS TO SHORT TO GET GOOD FEEDBACK ,ALSO THE LAST 30 DAYS HAS BEEN VERY UNUSUAL WITH EVERYTHING THAT HAS HAPPENED.
IMPACT ON COMMUNICATIONS ON TRIPPING UP ON FREQUENCIES BY AIR TRAFFIC CONTROLERS. SIGNS ON RUNWAYS CAN NOT BE SEEN ON THE TAXIWAYS
NEEDS ADDITIONAL ESSAY TYPE QUESTIONS REGARDING FAA POLICIES AND CREW DUTY TIME AND REST AND ATC ISSUES.
WITH THE INCREASE IN PASSENGERS, THEY ARE FURLOUGHING MORE PILOTS AND MAKING PILOTS SIT OVER/UP TO 3 HOUR WITHOUT GETTING PAID FOR IT- LOTS OF ANGRY TALK IN THE AIR BY PILOTS
HE HOPES IT DOES SOME GOOD.
FREIGHT CARRIERS ARE NOT GETTING ENOUGH SECURITY ATTENTION THEY ARE SWEEPING SAFETY ISSUES UNDER THE CARPET
LARGER WINDOW FOR QUESTIONNAIRE.
SHOULD DO THE SURVEY FOR 180 DAYS INSTEAD OF LAST 60 DAYS
THE PARAMETERS OF THE SURVEY ARE TOO WIDE. RESPONDENT SAID MOST PEOPLE WOULD SAY NO TO ALL OF THE QUESTIONS.
ANOTHER AREA TO FOCUS ON COULD BE RUNWAY INCURSIONS--IF WE HAVE A MISTAKE HERE IT COULD BE CATASTROPHIC
THE PASSENGER VOLUME ISN'T INCREASING BUT THE AIRCRAFT VOLUME ISN'T INCREASING. TOO MANY RJS IN THE SYSTEM THAT TAKE UP AS MUCH AIRSPACE AS A AIRCRAFT X.
THOUGHT IT WAS THOROUGH
HAD SCOPE GONE BACK FURTHER, HE WOULD HAVE GIVEN DIFFERENT ANSWERS
MOST OF THIS SURVEY DOES NOT APPLY TO ME SINCE I FLY MOSTLY INTERNATIONAL FLIGHTS.
HARD LANDING IS SUBJECTIVE.
NEEDED INFORMATION SHOULD BE INCLUDED IN SURVEY, LIKE NUMBER OF HOURS AND LEGS
DO MORE THAN 60 DAYS
RESPONDENT SAID MAKE SURVEY COVER 1 YEAR. RESPONDENT SAID WILL ANSWER MORE YES QUESTIONS.
A LOT OF THESE INCIDENCES ARE THINGS THEY HAVE TO REPORT IF NASA COULD GET TOGETHER TO REPORT THESE EVENTS TO THEIR OWN AIRLINE AND SHARE THEM WITH THE OTHER AIRLINES. GOING INTO [AIRPORT X] IT IS COMMON TO GET ATC CLERANCE CHANGES DEPENDING ON THE TIME OF DAY AND EXPERIENCE OF THE FLIGHT CREW. FMC AND FMS WOULD MAKE THIS MORE OF A CHORE.
THE LETTER WAS RECEIVED ABOUT 3 WEEEKS AGO , IF HE HAD SOME IDEA HE FEEL HIS ANSWERS MAY HAVE BEEN MORE ACCURATE. HE WOULD HAVE HAD MORE TIME TO RECALL.

D5A
DIFFICULT TO GIVE AN ACCURATE AMOUNT OF TIME 90 DAYS (HARD TO RECOUNT 90 DAYS) ONE-ON-ONE IN PERSON MAY BE A BETTER WAY TO DO THE SURVEY
SOMETIMES YES AND NO ANSWERS TO YOUR QUESTIONS ARE NOT GIVING ENOUGH OF THE BIG PICTURE. ELABORATION SHOULD BE AN OPTION AS REQUIRED.
IT WAS VERY GOOD.
SHORT TIME SPAN FOR INTERNATIONAL FLIGHTS
NEED FOR FAA AND NASA TO ACT IN CONCERT TO INVESTIGATE 053 REPORTS AND NOTIFY FBI IF NECESSARY. NOTED NEAR AIRBORNE COLLISIONS ESPECIALLY AT [LOCATION]. CITED A NEAR AIRBORNE COLLISION WHICH OCCURRED ABOUT A YEAR AGO AND AGAIN 6 MONTHS AGO [DESCRIPTION OF EVENT REDACTED BECAUSE OF POSSIBLE IMPLICIT IDENTIFICATION]
I THINK THEIR SHOULD BE A FORM SENT OUT TO HELP PILOTS KEEP TRACK OF THE FREQUENCY CONGESTION SO WE CAN REPORT IT MORE ACCURATELY.
R FELT 30 OR 90 DAYS IS NOT ENOUGH TIME TO GET AN ACCURATE PICTURE.
PRETTY GOOD
PUBLISH THE RESULTS
ASK ABOUT SECURITY
RUNWAY INCURSIONS BUT YOU COVERED ABOUT 99 PERCENT OF THE PROBLEMS
TIME FRAME SHOULD BE EXPANDED TO 6 MONTHS IN ORDER TO CAPTURE MORE EVENTS, AS THOSE HE EXPERIENCED WERE OUTSIDE THE 60-DAY WINDOW; BUT DID OCCUR 90 TO 120 DAYS AGO.
THIS IS WORHTY AND A GOOD CAUSE
ITS IMPERATIVE TO LOOK AT TSA PROCEDURES REGUARDING COCKPIT SECURITY PROCEDURES ETC.
AIR TRAFFIC CONTROLLER SHOULD BE INVOLVED THEY SEE THE BIGGER PICTURE
IT WOULD BE KIND OF NEAT IF NASA WOULD LET PILOTS DO THE INTERVIEW ONLINE
I THINK IT'S GOOD THAT YOU'RE DOING THIS.
6 MONTHS TO 1 YEAR IS PROBABLY A BETTER TIME FRAME THAN 90 DAYS.
TIME RECKONING PERIOD OF 30 DAYS IS TOO SHORT. MANY OF THE QUESTIONS DEAL WITH SUBJECTS THAT ONLY OCCUR ONCE IN A PILOT'S CAREER.
IF HAD OPPURTUNITY TO REVIEW THE QUESTIONS IN ADVANCED WOULD BE ABLE TO ANSWER QUESTIONS
TIME FRAME THAT SURVEY ASKS QUESTIONS ABOUT IS NOT LONG ENOUGH FOR GOOD DATA.
DOESN'T LIKE THE 60 DAY WINDOW
WE HAVE AIR SAFETY REPORTS THAT COVER THE QUESTIONS YOU ASKED ABOUT SO YOUR SURVEY IS REPETITIVE TO THE REPORTS OF NASA AND ASR.
THE QUESTION ABOUT LOOSING SIGHT OF ANOTHER AIRCRAFT SHOULD ASK IF VISUAL WAS REGAINED.
NICE TO DO ON INTERNET
VERY GOOD SURVEY
MOST OF MY FLYING IS DONE IN THE [FOREIGN LOCATION]
MOST OF THE QUESTIONS INVOLVED LOW PERCENTAGE INCIDENTS WHICH ARE VERY UNLIKELY TO OCCUR DURING THE LAST 60 DAYS OR AN ANY 60 DAY PERIOD.
I HAVE A LOT MORE COMMENTS BEYOND 60 DAYS TO SAY
RECALL PERIOD TOO NARROW. ASK ABOUT MAJOR SAFETY EVENTS DURING CAREER-THOSE WILL BE ACCURATELY RECALLED
60 DAYS SEEMS LIKE A SMALL SNAP SHOT.
THESE WERE SPECIFIC INCIDENTS ABOUT WHAT YOU DID OR DID NOT DO. AND TALK ABOUT THE POOR PILOTING PROBLEMS AT BIG AIRPORTS. THE QUESTIONS ABOUT SAFETY ARE MISDIRECTED ALONG WITH AIRLINE SECURITY.

D5A
TOTALLY UNNECESSARY TO BEGIN EACH QUESTION WITH..."DURING THE LAST 60 DAYS...AIRCRAFT ON WHICH YOU WERE A CREWMEMBER". THIS IS AN INSULT TO ONES INTELLIGENCE, GIVEN PREVIOUS STATEMENT THAT CLEARLY SETS THE PARAMETERS FOR THE INTERVIEW. SECOND, IT GREATLY DISTRACTS FROM TO MAIN QUESTION. IT ALSO MAKES THE INTERVIEW EXTREMELY TEDIOUS AND BORING AND COULD POSSIBLY LEAD TO INACCURATE RESPONSES, GIVEN LOSS OF INTEREST.
WELL DONE!
I THINK 60 DAYS IS TOO LIMITED A TIME TO GIVE ANY INFORMATION. IF YOU HAD ASK ME ABOUT 6 MONTHS I WOULD HAVE MORE INFORMATION TO PROVIDE.
HARD TO SAMPLE 60 DAYS PERIOD
HE WOULD LIKE TO KNOW WHEN FREE TRAVEL IS GOING TO HAPPEN. YOU WON'T HAVE TO FOLLOW AN AIRWAY. WHEN POINT TO POINT TRAVEL IS GOING TO BECOME A REALITY.
PULL SOME OF THE TAPES OF THE APPROACH CONTROLLERS IN THE TOWER AT [AIRPORT X] AIRPORT DURING PEAK PERIOD. [AIRPORT X] IS GOING TO BE THE NEXT TO HAVE MID-AIR OR GROUND COLLISION.
THIS WON'T ANSWER QUESTIONS FROM CONGRESS. CREW REST IS A PROBLEM. THIS INTERVIEW X DOESN'T TOUCH QUESTIONS ABOUT PILOTS. WORK RULES ASSOCIATED WITH CREWS. T-CAS CAN BE INOPERATIVE. CONGRESS DO THEIR JOB TO SEE IF FLYING IS SAFE. NOTHING HAS CHANGED. FAA LIKE CONGRESS NEEDS TO DO THEIR JOB. NEED 2 BARS ON DOORS TOO. HOW ABOUT COMPANY VERSUS THE UNION--AT DIFFERENT VIEWPOINTS. SAFETY SOMETIMES IS COMPROMISED.
SURVEY FAILED TO ASK ABOUT DUTY RIGS AND TIME ON DUTY
RESPONDENT FELT IT IS IMPORTANT TO NOTE THAT US PILOTS WHO FLY TO INTERNATIONAL DESTINATIONS, DO ENCOUNTER LANGUAGE BARRIERS, INCLUDING DIFFICULTY WITH ENGLISH SPOKEN WITH FOREIGN ACCENT. THIS CREATES PROBLEMS COMMUNICATING WITH ATC AND DOES POSE SAFETY PROBLEMS. HOPES LOCAL AND CROSS BORDER ORIENTATION TRAINING COULD ADDRESS THIS, ESPECIALLY WITH LOCATION X AND OTHER LOCATION X COUNTRIES TO WHICH HE FLIES
EXPAND OUR TIMEFRAME
WHY IS THE SURVEY ASKING FOR THE LAST 60 DAYS OPPOSED TO 90 DAYS OR 100 DAYS
A LOT OF TIMES, NARRATIVE ANSWERS, RATHER THAN YES OR NO. THIS WILL YIELD MORE TEXTURE OF INFORMATION, BUT I REALIZE THAT IT WOULD BE DIFFICULT TO COMPILE DATA IN THIS WAY.
ATC DOES A FINE JOB
ATC NEEDS TO UNDERSTAND THAT OLDER JETS DON'T HAVE THE TECHNOLOGY (AVIONICS SYSTEMS).
INTERNATIONAL PILOTS SHOULD HAVE LONGER TIME PERIOD BECAUSE THEY DO FEWER TAKE-OFFS AND
ASK MORE ABOUT STRESS IN THE COCKPIT. RESPONDENT SAYS THERE ARE A LOT OF MISTAKES GOING ON DUE TO STRESS
SURVEY SHOULD BE DONE ON CONTINUING BASIS. INFORMATION SHOULD BE ACTED UPON.
CLEARANCE CHANGES ARE A COMMON OCCURRENCE, ESPECIALLY AT LARGE AIRPORTS, AND DOES SEEM TO BE A SAFETY. R WONDERS EXACTLY WHAT WAS THE INTENT OF THE QUESTION.
BECAUSE OF INCREASED AIR TRAFFIC ATC GIVES MORE CLEARANCE CHANGES. YOU DO THIS ENOUGH TIMES TO AN AIRCRAFT, IT COULD CONTRIBUTE TO ACCIDENTS.
INCLUDE MORE ATC INCIDENT RELATED QUESTIONS
HAVE MORE HEADS UP PRIOR TO TAKING PART IN THAT SURVEY

D5A
YOU SHOULD HAVE QUESTIONS SPECIFIC FOR AIRCRAFT CARRYING PASSENGER AND AIRCRAFT CARRYING CARGO ONLY. YOU SHOULD ASK CARGO CREW MEMBERS WHETHER THEY FEEL THAT THE DIFFERENCES IN THE TYPE OF AIRCRAFT THEY FLY POSE ANY TYPE OF PROBLEM. ANOTHER POINT THAT I DON'T THINK PEOPLE ARE AWARE OF ISI THAT WHEN YOU'RE A CARGO PILOT YOU MIGHT CARRY PERSONNEL WHO HAVE NEVER GONE THROUGH SECURITY AND WHOM YOU DON'T KNOW AT ALL (FOR EXAMPLE A GROOM ACCOMPANYING HORSES). THIS IS OF GREAT CONCERN TO ME AND TO OTHER CARGO PILOTS. WE FLY THE SAME SIZE PLANE AS A MAKE-MODEL X AND WE COULD BE CARRYING PEOPLE WHO HAVE MALICIOUS INTENTIONS AND HAVE NOT HAD TO GO THROUGH THE SCREENING PROCESS THAT ALL CREW MEMBERS AND PASSENGERS ON PASSENGER PLANES HAVE; THIS POSES A
RADIATION, COSMIC AND SOLAR. IT'S KILLING THE CREWS. OFFICIALS DON'T WANT TO DO ANYTHING ABOUT IT. IT'S A SUBJECT PUSHED UNDER THE RUG. MANY AIRPLANCES HAVE DONE TESTING; THE UNIONS KNOW IT.
THESE SURVEYS ARE BENEFICIAL TO PILOTS, ATC, AND THE FLYING PUBLIC.
SHOULD BE A WEB SITE FOR THIS
PUT SURVEY ON INTERNET
TOO SHORT A TIMEFRAME TO CATCH ALL THE VARIABLES
SUGGESTS THAT QUESTION CP3 IS REDUNDANT AND SHOULD BE DELETED, NO CREWMEMBER LEAVES THE COCKPIT ANYMORE (I.E., SINCE DATE X).
VERY WELL DONE
FATIGUE DUTY TIME LIMITATIONS ESPECIALLY CONCERNING BODY CLOCK VERSUS DUTY TIME
30 DAYS RECALL PERIOD IS TOO SHORT
HEAD UPS ON THE TIME AND DATES OF FLYING SHOULD BE MAILED WITH THE LETTER
USING THE INTERNET WOULD ALLOW ME TO THINK MORE ABOUT THE QUESTIONS IN MY OWN TIME AND ALLOW ME TO THINK MORE ABOUT POSSIBLE SURVEY SUGGESTIONS AND OTHER COMMENTS.
RIGHT TO POINT
SEE COMMENTS
THERE SEEMS TO BE QUITE A BIT MORE QUESTIONS ASKED ABOUT PASSENGER SCREENING AND PLANE SAFETY WITH REGARD TO HIJACKING ISSUES.
PARAMETER OF 60 DAYS TOO SHORT, COULD HAVE ANSWERED YES TO A NUMBER OF THE QUESTIONS IF PERIOD WAS LONGER
QUESTIONS COULD BE BETTER. THE ONES ASKED ARE NOT IMPORTANT. PEOPLE GETTING HURT QUESTIONS SHOULD BE ASKED. YOU WILL NEVER GET TRUTHFUL ANSWERS TO SOME OF THE QUESTIONS WE ARE ASKING. QUESTIONS REGARDING SNOWY OR ICY CONDITIONS SHOULD BE ASKED.
WINTER TIME MAY HAVE DIFFERENT ANSWERS
R SAID SURVEY TOO LONG
WHEN ASKING ABOUT THE CHANGES SHOULD INCLUDE WHETHER THESE THINGS TOOK PLACE IN NIGHT OR DAY TIME ENVIRONMENT.
DOESN'T REALLY APPRECIATE THE PURPOSE OF THE SURVEY, AS RESULTS ARE NOT ACTED UPON ANYWAY
QUESTIONS MADE ME DEFENSIVE. IT WAS LIKE YOU WERE ASKING ME TO CONFESS HOW MANY TIMES I HAD MESSED UP.
RESPONDENT SAID THERE SHOULD BE MORE QUESTIONS ABOUT SECURITY
RECALL PERIOD IS JUST ABOUT RIGHT
SCHEDULING AND CREW DUTY TIME
THINKS THE TIME OF 90 DAYS SHOULD BE MADE LONGER AT LEAST 6 MONTHS PREFERABLY A YEAR
WE ARE PERSISTENT
SHOULD BE A PAID SURVEY
GOOD OVERALL QUESTIONS

D5A
SOME OF QUESTIONS NOT AS COMPLETE DAY OR NIGHT QUESTIONS. QUESTIONS THAT SHOULD BE ASKED MORE: LOSING SIGHT OF AIRCRAFT, AIRPORT MARKINGS, GROUND CONTROLLERS SHOULD NOT USE TRUNCATED OR LOCAL PHRASEOLOGY
CLEARANCE CHANGES SHOULD BE MADE BEFORE 10 MILES ON APPROACH TO RUNWAY THRESHOLD. IDEALLY CHANGES SHOULD BE KNOWN 100 - 80 MILES ON APPROACH.
COMPARE YOUR FINDINGS WITH THE AVERAGES YOU GET AS A RESULT OF THE FOLKEL PROGRAM--LET'S SEE IF THERE'S A PARALLEL. DO YOU THINK THE AGE 60 YEARS SHOULD BE EXTENDED?
I'M GLAD YOU'RE DOING THIS AND WOULD BE HAPPY TO PARTICIPATE AGAIN. ONE MORE THING, ANOTHER SAFETY PROBLEM IS GROUND VEHICLES NOT GIVING WAY TO AIRCRAFT, PARTICULARLY AT AIRPORT X.
CREW FATIGUE
OFFER SOME OPEN ENDED QUESTIONS WOULD BE GOOD.
NEED TO BE WRTTIEN SO PILOT ARE ABLE TO THINK IN DEEPLY ABOUT QUESTIONS
IT WOULD HAVE BEEN INTERESTING AND HELPFUL IF THERE WERE QUESTIONS ASKED ABOUT HOW THE CREWMEMBERS WORK TOGETHER.
INCLUDE ATC IN SURVEY
60 DAYS IS A SHORT TIME. MAYBE ASK 90 DAYS OR 6 MONTHS ESPECIALLY IF YOU ARE AN INTERNATIONAL PILOT
RESPONDENT FEELS WE WILL NEED A LARGER GROUP TO GET A BETTER TREND OF WHAT IS HAPPENING, AS GENERALLY SAFETY IS AN AREA WHERE A LOT HAS ALREADY BEEN DONE
ATC RELIES HEAVILY ON PILOTS EXPERIENCE-IF NOT FOR THAT I DON'T THINK THE SYSTEM WOULD SURVIVE
THE STUDY NEEDS TO GET MORE INVOLVED IN WHAT WE NEED FOR SAFETY IN THE AIR--ALL THE ISSUES YOU'RE TALKING ABOUT HAVE COME A LONG WAY--IF YOU'RE GOING TO TALK SAFETY THESE DAYS, TALK ABOUT THE COCKPIT--IT'S LIKE WE'RE THE ENEMY--WE'RE CHECKED AT LEAST 4 -5 TIMES. AS FAR AS SAFETY, YOU CAN'T BE TREATED LIKE THIS AND GET INTO THE COCKPIT ANGRY AND STRESSED. WE NEED A CAMERA TO SEE WHAT'S GOING ON IN THE BACK OF THE PLANE--WE HAVEN'T GOT A CLUE OF THE SEVERITY OF THE PROBLEM. ALL WE NEED IN THE COKPIT IS A CRASH AX WITH 3 INCHES CUT OFF AND PUT IT BESIDE THE PILOT.
GLAD TO SEE YOU DO THIS
PILOTS FATIGUE
TOO MUCH CONGESTION
SURVEY SHOULD BE AT LEAST 6 MONTHS ESPECIALLY FOR INTERNATIONAL PILOTS
EVERY TIME A PILOT GOES OUT THE U.S. IT IS VERY DIFFERENT EXPERIENCE. YOU'RE ON YOUR OWN.
R FEELS THERE IS A FLAW IN THIS APPROACH. MOST PILOTS ARE PARANOID ABOUT THEIR JOBS. HE FEELS THERE IS A BUILT-IN BIAS BY GIVING PILOTS THE OPTION NOT TO SAY THEY HAD SOME OF THESE PROBLEMS.
SOME AIRPORTS ARE GIVING SEVERAL RUNWAY CHANGES DURING YOUR LANDING OR TAKEOFF (AIRPORT X, AIRPORT X, AND AIRPORT X) AND SOME TIMES YOU MAY NOT BE FAMILLIAR WITH THE RUNWAY THAT YOU HAVE BEEN CHANGED TO NOW YOU ARE REPROGRAMING AND LOOKING AT THE CHARTS AND AIRPLANES ALL AT THE
AFTER SAYING 90 OR 30 DAYS ONCE YOU SHOULDN'T HAVE TO SAY IT THROUGH THE INTERVIEW
GO BACK BEFORE 60 DAYS--SO FEW OF THESE THINGS HAPPEN IN LAST 60 DAYS
IT WOULD BE VERY HELPFUL IF COMMUNICATION THROUGHOUT THE COCKPIT COULD BE MADE BY COMPUTER RATHER THAN VERBALLY. THAT WAY THERE'D BE LESS CONFUSION. I THINK WE ARE ON THE VERGE OF GETTING THERE.
I'D LIKE TO SEE QUESTIONS ABOUT DIFFERENT AUTOMATION SYSTEMS ON DIFFERENT AIRCRAFT.
WE OUGHT TO REMIND THE PIOLTS SHOOULD PAY CLOSE ATTENTION TO FLYING DURING FINANCIAL CRISIS.
CONTINUE PROGRAM WITH AVOIDANCE MECHANISM WITH THE LIGHTING IN THE GROUND AND ON THE SIDE OF THE TAXIWAY.
I'D LIKE TO SEE IT EXPANDED TO THE LAST 6 MONTHS--THE 30 DAY WINDOW IS TOO SMALL.

D5A
I'M GLAD THAT SOMEONE IS HOPEULLY TAKING AVIATION SAFETY SERIOUSLY. THE FAA ONLY RUNS DAMAGE CONTROL--THEY DON'T DO ANYTHING PREVENTATIVE AT THE FRONT END--ONLY AFTER SOMETHING HAS HAPPENED. I'D LIKE THE STUDY TO LOOK WITHIN THE WHOLE BIG PICTURE OF CORRUPTION WITHIN AVIATION--TURNING THE OTHER CHEEK TO VIOLATIONS AND THE "GOOD OLD BOY NETWOK" THAT CONTINUES TO OVERLOOK SERIOUS VIOLATIONS.
I SUPERVISE ONE THOUSAND PILOTS SO I DON'T HAVE TOO MANY OF THE PROBLEMS
DON'T LIMIT THE SURVEY TO THE LAST 90 DAYS. MAKE IT FOR AT LEAST A YEAR. HE HAD A LOT OF THOSE THINGS HAPPEN BUT NOT IN THE LAST 90 DAYS.
GLAD WE ARE PROACTIVE IDENTIFYING TRENDS
IF YOU REALLY WANT TO FIND OUT WHAT'S GOING ON IN A CAREER, PERHAPS 60 DAYS IS TOO SHORT A TIMEFRAME. I DON'T HAVE AN ALTERNATE TIMEFRAME TO SUGGEST. ALSO ATC SYSTEM WASTES A LOT OF FUEL WAITING TO LAND/TAKE OFF.
I FEEL SURVEY SHOULD HAVE A SECTION FOR CREW REST AND CIRCADIAN RHYTHM QUESTIONS
MIGHT BE BETTER IF SENT TO AN E-MAIL
SCHEDULING AIR CREWS TRIPS TO COMPLY WITH NORMAL SLEEP CYCLES
EXTERNAL THREAT TO WORK ENVIRONMENT (MANDATED MAINTENANCE LOGBOOK)
60 DAYS IS NOT AN ADEQUATE AMOUNT OF TIMEFRAME FOR QUESTIONS ASKED.
I'D ASK MORE ABOUT WHAT THE PILOTS THINK WE OUGHT TO BE DOING ABOUT TERRORIST CONTROL
60 DAY PERIOD WAS TOO SHORT A TIME FRAME TO ASK ABOUT. I COULD HAVE ANSWERED POSITIVELY TO ABOUT TWO-THIRDS OF THE QUESTIONS IF YOU HAD ASKED ABOUT THE PAST SIX MONTHS.
SURVEY SHOULD BE TAILORED TOWARD AIRLINE PILOTS EXPERIENCES
HAVING THE SURVEY ONLINE WOULD BE HELPFUL
USE A LONGER TIMEFRAME THAN 60 DAYS. I HAVE HAVE AT LEAST 6 REAL EMERGENCIES DURING MY CAREER....THEY WERE MECHANICAL; THINGS ARE TOTALLY DIFFERENT WITH THIS EMPLOYER.
60 DAYS LIMITS MANY OF THE ANSWERS
LET US HAVE GUNS IN THE COCKPIT.
IT WOULD BE GOOD TO DO A FOLLOW-UP A YEAR AFTER SEPTEMBER 11 WHEN TRAFFIC LEVELS ARE BACK TO WHAT THEY USED TO BE.
RAMP WORKERS DON'T GET SCREENED OR GATE AGENTS
OCCASIONLY ATC ISSUES A NEW CLEARANCE AND DOES NOT RESTATE PREVIOUS CLEARANCE STATE AND YET EXPECTS COMPLIANCE OF PREVIOUS STATED REQUIREMENT. HIGH SPEED REQUEST OF THE OUTER MARKER.
I WISH IT HAD BEEN MORE DETAILED IN TERMS OF NAVIGATION TO CREW MANAGEMENT.
WE HAVE TO LOOK AT WHERE THE COMMERCIAL AVIATION INDUSTRY IS HEADED. WITH BANKRUPTCIES ON THE HORIZON, DECREASED MORALE AND SELF-VALUE IS AFFECTING CREW MEMBERS. THIS WILL CERTAINLY AFFECT OPERATIONAL AVIATION SAFETY. THE CONSEQUENCES ARE VERY SERIOUS AND WE REALLY MUST LOOK AT THIS AS A SERIOUS MORALE AND SAFETY ISSUE.
SURVEY SHOULD BE RUN BY COMMERCIAL PILOTS FOR ACCURACY.
SECURITY WANDS SHOULD BE ISSUED TO 135 CREW MEMBERS
R WILL BE RETIRING NEXT MONTH AND FEELS THIS A GOOD CHANCE FOR HIM TO REFLECT OVER HIS CAREER
MY AIRLINE ALWAYS ENCOURAGES US TO COMPLETE THE NASA FORMS WHEN ANY OF THE INCIDENTS MENTIONED IN THE SURVEY OCCUR. SO, I WOULD THINK THAT NASA WOULD ALREADY HAVE ACCESS TO THIS INFORMATION IN ITS DATABASE.
DISGRUNTLED EMPLOYEES COMPROMISE SAFETY AND LABOR DISPUTES ARE SIGNIFICANT SAFETY PROBLEMS. THESE ISSUES BURDEN PILOTS. PILOTS DON'T WANT CAMERAS IN THE COCKPITS. DUTY TIME IS A BIG SAFETY ISSUE. SHOULD NOT BE LOOPHOLES IN SYSTEM.
NEED TO BE MORE SPECIFIC AS TO FLEET EQUIPMENT DESCRIPTION.

D5A
ATC AT THE SMALLER AIRPORTS ARE VERY ACCEPTABLE. CONTROLLER FATIGUE IN THE BUSIER LOCATIONS; MORE REST PERIODS FOR THE BUSIER AREAS.
GOOD SURVEY
SHOULD GO BACK FURTHER IN TIME
PRIOR INFORMATION ON REQUIRED DATA (E.G., # OF HOURS,LEGS, ETC) WOULD GREATLY IMPROVE STATISTICAL ACCURACY OF SURVEY RESULTS.
THE SURVEY WAS A NICE TRY BUT A TOTAL WASTE OF TIME. IT DOES NOT ADDRESS ANY REAL SAFETY EVENTS OR ISSUES.
SYSTEM SLOW AT TIMES, FRUSTATES PILOTS AND PASSENGERS.
IT MIGHT BE BEST TO GET SOME ESSAY INFORMATION, RATHER THAN YES OR NO, THERE WERE NOT ENOUGH SPECIFICS
CHANGE THE TIME FRAME TO 60-120 DAYS FOR MORE ACCURATE RESULTS. HAVE HAD PROBLEMS BUT NOT IN THE LAST 30 DAYS
COULD ASK FOR EVENTS OCCURING WITHIN A YEAR INSTEAD OF 30 DAYS
KEEP IT UP EVERY LITTLE BIT HELPS
WE COULD MAKE A DISTINCTION BETWEEN INTERNATIONAL AND DOMESTIC FLYING. THE ISSUES THAT WE DISCUSSS WOULD BE A LOT MORE PREVELENT FOR DOMESTIC FLYERS.
YOU ARE VERY PUNCTURAL,WHICH MAKES IT VERY EASY
TRAFFIC CONGESTION TIGHTENING TRAFFIC SEPERATION FROM 5 MILES IN
IT'S A GREAT SURVEY...THANK YOU FOR LETTING ME PARTICIPATE.
R SAID THE SURVEY SHOULD BE DONE ON INTERNET. CAN GIVE MORE INPUT
VERY NARROW WINDOW FOR EVENTS
HARD TO HAVE A NON-PILOT ASKING PILOT SOME QUESTIONS (EX. REGARDING ATC CHANGING CLEARANCES WITHIN 10 MILES OF RUNWAY)
MAKE THE SURVEY COVER 6 MONTHS
RESPONDENT SAID MAKE THE SURVEY COVER LONGER PERIOD OF TIME (EX. 6 MONTHS)
BROADEN TIME FRAME TO AT LEAST 90 DAYS.
THERE WERE NO QUESTIONS ON THE SURVEY RELATED TO CREW ISSUES. FOR EXAMPLE, WAS THERE ANY DIFFICULTY IN COMMUNICATING WITH THE PILOT? DID THE PILOT REFUSE TO LISTEN TO ANOTHER CREWMEMBER'S INPUT? WAS A CREWMEMBER AWARE THAT THE PILOT VIOLATED STANDARD OPERATING PROCEDURES? THESE KINDS OF QUESTIONS ARE KEY ISSUES AND SHOULD BE INCORPORATED IN THIS SURVEY.
ON AN AIRLINE OPERATION IT WOULD BE BETTER TO EXPAND THE TIME FRAME IF YOU WOULD LIKE TO COLLECT GOOD INFORMATION OR TO HAVE THE LIKIHOOD OF THESE EVENTS TO COME UP
GOOD IDEA
FEEL SURVEY SHOULD COVER A LONGER PERIOD THAN SIXTY DAYS, 90 - 120 DAYS SHOULD GIVE A BETTER INDICATION OF WHAT IS HAPPENING IN THE NATIONAL AIRSPACE SYSTEM.
ARE THE PILOTS PRESSURED GETTING THINGS FIXED ON THE LOG.
WOULD PREFER TO DO INTERVIEW ON INTERNET
IN EN ROUTE AIR SPACE YOU'LL HAVE A CONTROLLER WHO'LL BE HANDLING MULTIPLE FREQUENCIES. I DON'T KNOW THAT AND WHEN TO SPEAK UP OR NOT SPEAK UP.
I SUGGEST WE FIRE THE FAA AND I'M SERIOUS ABOUT THAT. THEY SHOULD BE REPLACED WITH NO MILITARY PERSONNEL BUT WITH CIVILIAN PILOTS WHO HAVE EXPERIENCE.
QUESTIONS ARE GOOD BUT SHOULD COVER A TIME SPAN LONGER THAN 30 DAYS
ALSO YOU NEED TO ASK WHAT IS YOUR GREATEST CONCERN(S) IN THE AVIATION INDUSTRY I.E., FATIGUE, COMMUNICATIONS WITH ATC, RED-EYE FLYING, SCHEDULING ,ETC., ETC.. THE SURVEY SHOULD ASK THE PILOT WHAT QUESTIONS DO YOU THINK WE SHOULD ASK.

D5A
KEEP DOING THE SURVEYS
IT WOULD BE NICE TO DO THIS SURVEY ON THE INTERNET.
HAPPY SURVEY IS BEING CONDUCTED
COULD BE DONE OVER THE INTERNET
I HOPE I WAS HELPFUL.
HAVE SURVEY ON LINE OR IN A WRITTEN FORM
THINKS IT IS A GOOD IDEA. THE SURVEY. SUGGESTIONS - HAVE INTERNET BASED SYSTEM BY WHICH INFO DERIVED BY NASA CAN BE DISTRIBUTED TO THE AVIATION COMMUNITY.
GLAD TO DO IT
R FEELS STRONGLY THAT IN ORDER FOR THE SURVEY TO BE MEANINGFUL AND MAINTAIN PILOTS' CONFIDENCE AND WILLINGNESS TO PARTICIPATE IN FURTHER SURVEYS, EXPRESSED PROBLEMS SHOULD BE INVESTIGATED AND APPROPRIATE ACTION TAKEN BY NASA TO RESOLVE THEM; PARTICULARLY LONG-STANDING ISSUES AND CONCERNS ABOUT PILOT FATIGUE.
THIS "SHORTAGE OF PILOTS" HAS A LOT TO DO WITH PRODUCTIVITY MEASURES. WHY HAVE MORE THAN ONE PILOT ON A FLIGHT FROM LOCATION X TO LOCATION X, WHEN YOU HAVE FLIGHTS GOING TWICE AS FAR, SUCH AS LOCATION X, AND ARE IN NEED OF MORE HELP?
SOME MINIMUM A PERSON HAS FLOWN- I HAVE ONLY A FEW HOURS FLOWN IN THIS TIME PERIOD --MAYBE IT SHIOULD BE ABOUT 50 HOURS
WANT TO HERE AND KNOW WHAT CONCLUSIONS Y YOU COME UP WITH
SOME Q'S NEVER HAPPEN OR YOU WOULD BE GROUNDED. COULD BE SHORTENED
RESPONDENT WOULD LIKE TO HAVE KNOWN SOME OF THE QUESTIONS AHEAD OF TIME SO HE COULD REVIEW BEFORE ANSWERING THE QUESTIONS?
SHOULD ASK ABOUT TIMEFRAME LONGER THAN 60 DAYS
SCHEDULING IS NOT UP TO PAR. FATIGUE OF THE PILOTS IS A VERY BIG PROBLEM
MAY BE MORE VALID IF THE TIME PERIOD IS MORE THAN 90 DAYS, MAY SKEW THE RESULTS
THE CREW REST ISSUE IS HUGE. THE PERFORMANCE FACTOR IS ESSENTIAL. IT SHOULD BE THE BIGGEST ISSUE AND IT IS NOT INCLUDED IN THE SURVEY .
I THOUGHT IT WAS VERY WELL DONE
HOW ARE YOU LOOKING INTO WEAPONS IN THE COCKPIT FOR SAFETY.
60 DAY RECALL PERIOD IS TOO LIMITING
I WOULD PREFER THE QUESTIONNAIRE TO BE MAILED OR BY INTERNET GIVING MORE TIME TO CONSIDER RESPONSES.
R SAID THE SURVEY HELPS TO HEAR HOW WELL WE ARE DOING
A LOT OF GOOD CAN COME OUT OF A SURVEY LIKE THIS
QUESTION PILOTS ABOUT HOW SAFE AND LEGAL SPACING ISSUES ARE WITHIN 5 MILES OF RUNWAY. NASA SHOULD TAKE A LOOK AT THIS. THE AIRCRAFT MAY START OFF WITH THE PROPER SPACING BUT THERE ARE SPACING AND TURBULANCE ISSUES. CONGESTION AROUND THE AIRPORT SHOULD BE LOOKED AT, ESPECIALLY AIRPORTS THAT DO NOT HAVE A DEDICATED RUNWAY. THE VOLUME OF RADIO TRAFFIC IS TOO GREAT ESPECIALLY IN THE TERMINAL AREA. THERE IS TOO MUCH RADIO CHATTER AND IT IS NOT EASY TO GET THROUGH.
INTERNET IS THE WAY TO DO THIS
I WISH ACARS WERE AVAILABLE OVERSEAS, EVEN IN LOCATION X WHERE WE THEORETICALLY SPEAK THE SAME LANGUAGE.
FLASHING LIGHTS ON THE RUNWAY ARE NOT ENOUGH TO GET THE ATTENTION OF PILOTS. MY SUGGESTION WOULD BE TO HAVE THE LIGHTS RUN BACK & FORTH RATHER THAN FLASHING. IT WOULD GET PILOT'S ATTENTION, MAYBE BY RANDOMLY DOING THIS WITH A COMPUTER.
60 DAYS NARROW TIME PERIOD, MIGHT BE MORE APPROPRIATE TO ASK OVER LAST YEAR

D5A
WOULD LIKE TO SEE THE INPUTS OF THE SURVEY. THE PEOPLE THAT PARTICIPATE SHOULD RECEIVE SOME TYPE OF FEED BACK SO THAT IT WOULD INSURE A SENSE OF TRUST KNOWING THAT WHAT WE ARE SAYING IS REALLY AND TRULY BEING LOOKED INTO.
WHAT IS THE PURPOSE OF THIS SURVEY AND WILL WE GET ANY NEW SAFETY THINGS UP AND RUNNING
NEED MORE PILOT STUDIES
IT'S A GOOD SURVEY.
30 DAY SAMPLE SIZE TOO SMALL
QUITE A FEW OF THE QUESTIONS ARE SEASONAL.
I THINK THE SURVEY IS AN EXCELLENT IDEA THAT WILL IMPROVE AIR SAFETY. IT WILL ALSO MAKE ME MORE AWARE OF WHAT IS HAPPENING REGARDING SAFETY ISSUES ON THE GROUND AND IN THE AIR, AND I WILL HAVE GOOD RECALL WHEN YOU NEXT INTERVIEW ME.
ASK QUESTIONS ABOUT AIRCRAFT TRANSITION?
THOROUGH. I LIKE 60-DAY TIMEFRAME
TIME LIMIT TO SHORT A TIME
MOST OF THE QUESTIONS RARELY HAPPEN
I QUESTION THE LIMITATION OF THE 60 DAYS. IT LIMITS THE POSSIBILITY OF VALUABLE INFORMATION.
TOO BAD SURVEY LIMITED TO 60 DAYS, MANY THINGS HAPPENED BEFORE THIS PERIOD
IT'S A GOOD SURVEY. BUT I THINK IT COULD BE DONE VIA THE INTERNET. THERE ARE THINGS THAT PILOTS ARE AWARE OF BUT THEY DID NOT HAPPEN TO THEM PERSONNALLY. FOR EXAMPLE, THE INABILITY OF YOUNG PILOTS TO OVERRIDE THE COMMANDS GIVEN BY THE FMC OR FLIGHT DIRECTOR...TOO HIGH A RELIANCE ON AUTOMATIC FLIGHT SYSTEMS.
GOOD IDEA
SIXTY DAYS NOT ENOUGH TIME TO GET BETTER DATA.
DOESN'T BREAK IT DOWN INTO WHAT TYPE OF FLYING JUST COMMERCIAL FLYING
SURVEY SHOULD COVER A LONGER PERIOD OF TIME THAN 60 DAYS
IT WAS GOOD
A DIFFERENT TIMEFRAME WOULD PICK UP MORE EVENTS
PUT SURVEY ON INTERNET AND R CAN E-MAIL IT BACK
HAVE MORE CONCERNS ABOUT COMMUNICATIONS ON INTERNATIONAL ROUTES USING HF RADIOS.
IT'S MADE ME MORE CONSCIOUS OF KEEPING TRACK OF THINGS THAT HAPPEN THAT ARE OUT OF THE NORM.
APPROXIMATELY 9,000 DOT EMPLOYEES HAVE BEEN FIRED BECAUSE OF VALIDITY TESTING WHO DID NOT DESERVE TO BE TERMINATED--THERE'S PROBLEMS WITH THE THIS BECAUSE IT'S NOT 100% SCIENCE AND IS HORRIBLE WHEN PEOPLES' CAREERS ARE RUINED BECAUSE OF ERRORS.
ANOTHER SUBJECT I JUST THOUGHT OF THAT'S IMPORTANT AND SHOULD BE ADDRESSED IS PILOT FATIGUE.
FAA HAS A DICHOTOMY OF SAFETY AND PROMOTION, NEED TO RECOGNIZE, FOCUS SHOULD BE ON SAFETY AND REGULATION. LET THE INDUSTRY DO THE PROMOTIO.
I'M GLAD TO BE ASKED, ITEM AD1....PILOTS WERE UNABLE TO CONTROL AIRCRAFT W/IN 300FEET DUE TO
I THINK YOU COVERED EVERYTHING. IT WAS PRETTY COMPREHENSIVE.
SAFETY COMES LAST AND ONLY IF ITS CHEAP ENOUGH
INTERVIEW SHOULD BE ON-LINE OR ON PAPER
60 DAYS TO SHORT OF A TIME SPAN
SHOULD CHECK ON DUTY HOURS/REST PERIODS. SCHEDULED FOR 8 HOURS AND FLEW OVER 14. HOW MUCH OF THAT REST PERIOD WAS DONE IN A HOTEL AS OPPOSED TO TRANSPORTING TO A HOTEL. HOW MANY TIME ZONES WERE YOU AWAY FROM YOUR HOME TIME ZONES FOR INTERNATIONAL FLIGHTS.
R SAID THERE SHOULD BE A SURVEY ABOUT SECURITY AND TSA
VERY GOOD AND THHOROUGH. VERY GOOD QUESTIONS.

D5A
60 DAY HISTORY IS NOT A BIG SNAPSHOT.
PILOTS BEING TIRED AND HAVING LONG DAYS SHOULD BE LOOKED AT.
GLAD SOMEBODY'S DOING IT AND THAT IT'S COVERING FLYING SAFETY, NOT SECURITY
I THINK IT'S GREAT!
ASK ABOUT ATC CONGESTION AS TO PILOTS OPINION OVERALL
THE QUESTIONS IN THE FIRST HALF OF THE SURVEY LED ME TO BELIEVE THAT THE QUESTIONS WERE TOO SOFT, TOO GENERAL, BUT AS THE INTERVIEW PROGRESSED I FELT DIFFERENTLY ABOUT THIS.
SHOULD EXTEND EXPOSURE TIME FROM 90 DAYS TO A MINIMUM OF 1 YEAR, 5 YEAR, UP TO 10 YEARS REGARDING SOME OF THE QUESTIONS BIRD STRIKE, ANY UNCOMMAMDED MOVEMENTS, ETC....
INCLUDE LONGER TIMEFRAME.
THE LOCATION X CONTROLLER'S FREQUENCIES OFTEN HAVE MORE THAN NORMAL BACKGROUND VOICES OVER THE CONTROLLER YOU ARE SUPPOSE TO BE TALKING TO.
SHOULD BE DONE MORE OFTEN
CUT OUT FIRST PART OF EACH QUESTION INCLUDING 60 DAYS
MORE QUESTIONS ON CREW FATIQUE, AND LENGTH OF DUTY DAYS.
I DON'T FEEL THAT THERE'S ENOUGH ELABORATION TO GET A TRUE PICTURE , NOT GETTING THE DYNAMICS OF WHAT IS HAPPENING FROM A YES OR NO ANWSER
RESPONDENT SAID ASK QUESTIONS ON CLARITY OF ATC IN REGARD TO SPEECH
THE 30 DAYS SHOULD BE AT LEAST A YEAR OR TWO
APPRECIATIATE US ASKING
KEEP UP THE GOOD WORK!
COMPONENT X OR COMPONENT X DO NOT WORK PROPERLY. THE FOD DAMAGE NEEDS TO BE ADDRESSED BECAUSE THEY ARE CRITICAL. WHEN DID YOU CATCH IT? WAS IT BEFORE FLIGHT? THESE NEED TO BE ASKED. SAFETY RELATED QUESTIONS AS FAR AS EQUIPMENT WITHIN THE AIRCRAFT NEEDS TO BE ADDRESSED. MILITARY FLYING IS BASICALLY THE SAME AS COMMERICIAL. THEY FLY IN THE SAME AIRSPACE AND TALK WITH THE SAME CONTROLLERS. IT NEEDS TO BE ON THE INTERNET, QUESTIONS SHOULD BE DOWNLOADED IF THEY NEED TO TALK
WEATHER SHOULD BE ADDRESSED --SHOULD HAVE UP TO DATE WEATHER IN COCKPIT
WOULD MAKE IT FOR A YEAR RATHER THAN 60 DAYS
[AIRPORT X]
GOOD THING IF THEY USE IT RIGHT. (THE SURVEY)
60-DAY PERIOD PRETTY RESTRICTIVE.
WE SHOULD HAVE FBI BACKGROUND CHECKS ON ANYONE WHO WORKS AT THE AIRPORT, AND EVERYONE WHO WORKS AT THE AIRPORT GETS SCREENED FROM THE AIRPORT DIRECTOR TO THE TRASH COLLECTOR.
PRETTY COMPLETE AND COMPREHENSIVE. R THINKS WE SHOULD GO BACK AT LEAST 6 MONTHS INSTEAD OF 90 OR 30 DAYS.
MAYBE ASK ABOUT SECURITY ISSUES SUCH AS TRAINING OR LACK OF TRAINING FOR ONBOARD MATERIALS SUCH AS HAZARDOUS MATERIALS LEAKING IN THE CARGO HOLD, ALTITUDE ADJUSTMENTS TO KEEP MATERIALS FROM SHIFTING, ETC.
REGARDING PRACTICE AT AIRPORT X: PLANES DEPART ON AIRPORT X WHILE OTHER FLIGHTS ARRIVED ON APPROACHES ON AIRPORT X VIA VISUAL APPROACH. SEPARATION IS A REAL PROBLEM.
MAYBE IN THE LETTER WRITE SOME THE QUESTION SO THAT THE PILOTS CAN BE A LITTLE MORE PREPARED
DOING THE INTERVIEW ON THE PHONE IS BETTER THAN THE INTERNET WOULD BE-INTERACTIONS SPARKS MORE MEMORIES.
MAYBE DO IT ON INTERNET BUT I COULDN'T ASK ANY QUESTIONS TO YOU ABOUT IT
COULD HAVE BEEN MORE TIMELY AND RESPONSIVE IF THE QUESTIONS WERE ON THE INTERNET
QUESTIONS HAVE VARIOUS MEANINGS IN ONE QUESTION. THE QUESTION SHOULD JUST HAVE ONE TOPIC EACH

D5A
WHAT IS A PILOT'S BIGGEST CONCERN SAFETY-WISE ,MAY BE A QUESTION YOU MAY WANT TO ADD TO SURVEY
SEEMS LIKE A CANNED GROUP OF QUESTIONS.
IF YOU'D ASKED ME THESE QUESTIONS BACK WHEN I FLEW FOR A [DIFFERENT KIND OF] AIRLINE, I WOULD HAVE HAD MUCH DIFFERENT ANSWERS!
PLEASE ADDRESS THE PROBLEM OF PILOT FATIGUE.
ATC NEEDS TO HAVE BETTER WEATHER RADAR. WHAT WE HAVE NOW IS TERRIBLY INADEQUATE. WE NEED TO SEE WHAT THE NATIONAL WEATHER SERVICE SEES. ANOTHER PROBLEM IS AIRCRAFT X. TWICE IN MY CAREER WE'VE NEARLY HIT THEM--THAT COULD BE CATASTROPHIC AND KILL THE PILOT. IT'S PARTICULARLY AN ISSUE OVER THE LOCATION X WHERE THERE ARE A LOT OF THUNDER STORMS AND THEY SEND UP AIRCRAFT X FREQUENTLY. THE PROBLEM IS ATC HAS NO KNOWLEDGE WHEN THE WEATHER SERVICE IS LAUNCHING THEM.
WOULD BE MORE HELPFUL TO BE MAILED OUT,COULD BE MORE ACCURATE,COULD LOOK AT LOG BOOK
WE NEED TO TAKE OUT THE THE LAST 60 DAYS, THE PILOTS DON'T NEED TO HEAR THE LAST 60 DAYS FOR EACH QUESTION.
SHOULD INCLUDE QUESTIONS ABOUT AIRLINE CORPORATION LACK OF IMPLEMENTATION OF PROGRAMS TO ENHANCE AVIATION SAFETY
THERE ARE SPECIFIC AIRPORTS
WHEN CALLING, STATE THAT YOU ARE CALLING FROM COMPANY X AND NASA
DUE TO EVENT X HE HAS ONLY FLOWN 11 DAYS WITHIN THE LAST 9 MONTHS
R SAID MAKE WINDOW LONGER
I DIDN'T KNOW WHERE MOUNTAIN WAVES FIT IN THE SURVEY BECAUSE IT WAS NOT MENTIONED.
INTERESTED IN HOW NASA WILL USE THIS INFORMATION
GLAD WE ARE DOING THIS
RESPONDENT WOULD LIKE THE SURVEY DONE ON THE COMPUTER
I'D LIKE TO KNOW WHAT HAPPENS AS A RESULT OF THE STUDY
SURVEY SEEMS STRESSED TOWARD COMMERCIAL AIRLINE ENVIROMENT. HE IS RETIRED & FLYING A CORPORATE PLANE.
GROUND AND AIRPORT SECURITY SHOULD BE COVERED
IT WAS EASY
FMS/FMC NEEDS CHANGES BOTH MANUALLY AND AUTOMATED
IT'S ASKING FOR DETAILS THAT MAY BE DIFFICULT TO REMEMBER 2 MONTHS AGO.
THE PERSON OR PERSONS THAT WROTE QUESTIONS FOR SURVEY DID A VERY GOOD JOB.
RESULTS OF THIS SURVEY SHOULD BE AVAILABLE ON WEBSITE
RESPONDENT WAS GLAD WERE ARE DOING THIS.
RESPONDENT HAD NO COMMENT. HOWEVER, THIS IS A CONTINUATION OF D3...WHICH LED TO QUESTIONING OF ATC, AT WHICH TIME ATC REALIZED THAT THE CLEARANCE INSTRUCTIONS HAD NOT BEEN READ BACK CORRECTLY EARLIER.
I WOULD BROADEN THE SCOPE TO 6 MONTHS OUT OR A YEAR OUT--YOU'D PROBABLY GET A LOT MORE INFORMATION.
GOOD SURVEY KEEP THE GOOD WORK UP,HAPPY TO HELP OUT.
30 DAY IS TO SHORT A PERIOD OF TIME, SO ACCURACY WILL BE OFF AND NOT REFLECT TRUE EXPERIENCE
60 DAY SURVEY PERIOD IS TOO SHORT A TIMEFRAME FOR THESE QUESTIONS.
MUST NOT OVER LOOK PRIVATE FLYING
SHOULD USE THIS INFORMATION ON NEWSLETTER SAFETY BULLITIN BOARD FOR THIS INFORMATION.
I THINK 120 DAYS WOULD BE MORE SUITABLE THAN 60.
NOT SURE I AM APPROPRIATE RESPONDENT. NOT SURE HOW I WAS CHOSEN. ALL QUESTIONS SEEMED APPROPRIATE BUT NOT ALL APPLY TO TYPE OF FLYING I DO. I DON'T WANT TO SKEW THE RESULTS.

D5A
60 DAY WINDOW IS GOOD BECAUSE AFTER THAT THINGS GET FUZZY
WE NEED MORE RANDOM ROUTING
ADD QUESTIONS CONCERNING SPACING ON APPROACH AND SPACING DUE TO FREQUENCY CONGESTION
FIRST, FREQUENCY CONGESTION IN GENERAL IS A PROBLEM-NOT JUST IN TIME CRITICAL SITUATIONS WHICH ARE ADDRESSED IN THIS SURVEY. PEOPLE ARE NOW STEPPING ON EACH OTHER IN ATTEMPTING COMMUNICATIONS WITH ATC. THIS ISSUE SHOULD BE ADDRESSED IN FUTURE SURVEYS.SECOND, READ-BACKS BY THE CREW TO ATC SHOULD ONLY OCCUR WHEN THE CREW HAS A QUESTION.
SURVEY PRETTY THOROUGH
I THINK I SHOULD HAVE BEEN DISQUALIFIED SINCE I ONLY FLEW ONE TRIP, THERE SHOULD BE A MINIMUM NUMBER OF HOURS FOR THE SIXTY DAYS.
WOULD LIKE TO HAVE DONE THIS OVER THE INTERNET ON HIS OWN TIME.
INCLUDE REJECTED LANDING AS A QUESTION
SHOULD ONLY ASK ABOUT THINGS OUT OF THE ORDINARY, EVENTS MENTIONED ARE VERY RARE
RESPONDENT HAD NOT RECEIVED THE LETTER . WAS LEARY TO DO SURVEY BECAUSE OUR PHONE NUMBER DIDNT SHOW UP ON THE CALLER ID.
PILOT HAS FORMED HIS OWN WEATHER WEBSITE BECAUSE HE GETS NO HELP FROM FAA.
WHEN THE NEXT LETTER IS SENT, INCLUDE A SUGGESTION THAT PILOTS THINK ABOUT SAFETY RELATED EVENTS OR PROBLEMS WITHIN THE NATIONAL AVIATION SYSTEM THAT WERE NOT ADDRESSED IN EARLIER SURVEYS.
RESPONDENT SAID MOST OF THE QUESTIONS RELATE TO THINGS THAT DON'T HAPPEN OFTEN IN A PILOT'S CAREER OR WHICH OCCUR VERY INFREQUENTLY (E.G. UNCOMMANDED MOVEMENTS OF DEVICES OR DIVERSIONS DUE TO PASSENGER-RELATED MATTERS). THEREFORE, RESPONDENT BELIEVES THAT DATA BEING COLLECTED WON'T BE VERY SIGNIFICANT. RECOMMENDS THAT MORE MEANINGFUL DATA COULD BE OBTAINED IF THE TIMEFRAME OF THE SURVEY COULD BE EXPANDED BEYOND 60 DAYS PERIOD, SPECIFICALLY TO ABOUT 6
NONE
INCLUDE QUESTIONS ABOUT ANY SIGNIFICANT INCIDENT THAT HAPPENED WITHIN THE LAST YEAR SO THAT NO EVENT WILL BE MISSED--AT LEAST ONE THING PROBABLY WILL OCCUR IN A YEAR BUT NOT IN THE TIME WINDOW IN THIS STUDY
30 DAYS FOR MY TYPE OF BUSINESS DOESN'T COVER AS MUCH GROUND. 90 DAYS WOULD BE BETTER. I MIGHT HAVE ONE FLIGHT TO LOCATION X AND SIT ON THE GROUND FOR 4 DAYS, WHEREAS THE LARGE COMMERCIAL AIRLINES MIGHT HAVE FOUR FLIGTHS IN FOUR DAYS. FOR COMPANY X PILOTS THE 90 DAY WINDOW WOULD BE
QUESTIONS ARE UNREALISTIC. THIS IS AVAILABLE WITHOUT SPENDING MONEY FOR SURVEYS. JUST LOOKING TO SPEND MONEY
THE SUVEY SHOULD QUESTION PILOTS ABOUT THEIR OPINIONS ABOUT THE MOST SAFE AND THE LEAST SAFE AIRPORTS AND THE REASONS.
R NOT HAPPY WITH LACK REQUIREMENT OF T-CAS ON LARGE CARGO AIRCRAFT
THE GOVERNMENT AND THE AIRLINE HAVE LOST RESPECT FOR THE PILOT PROFESSION.
RADIO CONGESTION IN APPROACH AREA IS DETERIORATING. MORE FOCUS SHOULD BE PUT ON SPEAKING
NOTIFY VIA LERTER OR PHONE CALL TO LET US KNOW IT IS ALMOST TIME FOR SURVEY, OR EMAIL
THIS IS IRRELEVANT--30 DAYS TOO SHORT TIME
MY PERSONAL BIAS IS IT WOULD BE BETTER TO HAVE FEWER LARGER AIRPLANES THAN A LOT OF LITTLE ONES TRYING TO COMMUNICATE WITH ATC AT THE SAME PLACE AND SAME TIME. TOO MANY PLANES TRYING TO GO TO THE SAME PLACE AT THE SAME TIME.

D5A
CUTTING MONETARY COMPENSATION FOR PILOTS WILL SEVERELY IMPACT THE NUMBER OF POLOTS WHO COME FROM THE MILITARY. THEY HAVE EXCELLENT SAFETY RECORDS BUT WILL NO LONGER LOOK AT A CAREER AS A COMMERCIAL PILOT BECAUSE THE PAY IS MUCH LOWER THAN CONTINUING TO FLY IN THE MILITARY OR SEEKING A DIFFERENT CAREER. THIS WILL IMPACT AVIATION SAFETY BECAUSE THE QUALITY OF PILOTS WILL NO LONGER BE WHAT IT IS NOW.
HOLDING IN TRAFFIC AND JET TRAFFICKING
FEELS THESE YES/NO QUESTIONS DO NOT CAPTURE INFORMATION, WHERE THE QUESTIONS RAISE ISSUES THAT ARE NOT SO CLEAR CUT, NEED TO ALLOW FOR "GRAY AREAS"
SOME OF THE QUESTIONS WERE NOT RELEVENT FOR INTERNATIONAL PILOTS
TIMEFRAME TOO LIMITED - HAS ON PAST OCCASIONS EXPERIENCED POOR HANDLING BY ATC WHICH WERE DANGEROUSLY CLOSE TO BEING A SAFETY HAZARD. THESE OCCASIONS WERE OUTSIDE THE TIMEFRAME OF THIS SURVEY - SUGGESTS A 6-MONTH TIMEFRAME INSTEAD.
R SAID THAT HE WOULD HAVE MORE INPUT IF THE SURVEY HAD A 90 DAY WINDOW
A LOT OF MY ANSWERS WERE GUESSES. BECAUSE I DIDN'T HAVE MY LOGBOOK.
CREW FATIGUE QUESTIONS SHOULD BE INCLUDED
ATC AND OTHER STAFF RESPONSIBLE FOR THE SEPARATION OF PLANES IN TERMINAL AREA DO A GOOD JOB GIVEN THE LIMITS ON THE SYSTEM. HOWEVER, IMPROVEMENTS ARE NEEDED AND WILL BE A GREAT HELP.
THE QUESTIONS ARE TOO AMBIGUOUS; DON'T THINK THE QUESITONS WILL CREATE AN ACCURATE MODEL.
VEY THOROUGH
MAIL SURVEY WOULD PROVIDE GREATER PARTICIPATION
SURVEY WAS GOOD, OTHER FORMATS OF INFORMATION GATHERING, PILOT BEING ALLOWED TO GIVE ESSAY ANSWERS PERHAPS IN TOWN HALL FORUM
I THINK IT'S A VERY WORTHY PURPOSE AND I'M GLAD THAT YOU ARE GOING THROUGH WITH THIS ENDEAVOR
INTERNET GOOD IDEA- WE COULD GIVE YOU OUR E-MAIL ADDRESSES FOR SURVEYS
IT COVERS MUCH TOO SHORT OF TIMEFRAME. IT SHOULD HAVE BEEN AT LEAST 6 MONTHS.
WANTS TO BE NOTIFIED OF RESULTS WHEN STUDY IS OVER.
60-DAY PERIOD MAKES IT EASIER TO REMEMBER WITHOUT A LOG BOOK, GIVES BETTER ACCURACY
GOOD IDEA, QUESTIONS ARE PERTINENT
WOULD BE A GOOD IDEA TO DO ON INTERNET
VERY GOOD SURVEY
THINK ATC WORKS GREAT - TOO MANY DELAYS ON TOO MANY AIRCRAFT
WE NEED TO GO BACK FURTHER THAN 60 DAYS.
FAA LEAVES A LOT OF ROOM TO WIGGLE AND COMPANY SAYS IT IS WITHIN LEGAL LIMITS. PUTS MORE DEMANDS/FLIGHT TIMES FOR PILOTS. REVISE REGULATIONS. CAN'T LEAVE IT UP TO COMPANIES. THEY SAY IF IT IS LEGAL, IT IS SAFE. NOT ALWAYS SO.
THERE SHOULD BE A SECTION ON PILOT FATIGUE
ASK THE QUESTION IS A.T.C. PUSHING TOO HARD TO PUT TOO MANY AIRPLANES ON FINAL AT HIGHER SPEEDS THAN IS PRUDENT?
ALSO IN AIRPORT X THE RUNWAYS ARE BAD, AIRPORT X IS VERY UNSAFE, ROOM FOR CONSIDERABLE PROBLEMS. GROUND PEOPLE ARE DOING THEIR BEST THOUGH.
I HAVE HAD SOME THINGS HAPPEN BUT NOT RECENTLY
60 DAYS TO SHORT OF A PERIOD
NEED FOR BETTER CONSCIOUSNESS ON PART OF ATC CONTROLLER; AS WELL AS, BETTER OR IMPROVED ATC EQUIPMENT
IF TIME PERIOD WAS LONGER I WOULD HAVE MORE TO SAY.

D5A
ATC NEEDS EDUCATION ON HOW TO USE THE TECHNOLOGY WE HAVE TO MAKE THEIR JOBS EASIER AND FLIGHT SCHEDULES MORE EFFICIENT. THEY HAVE SKY ROUTES, ETCHED IN STONE, DATING BACK TO THE 30S AND 40S. BECAUSE OF OUR TECHNOLOGY AND GPS, ALL THEY HAVE TO DO IS TO SLIGHTLY ALTER OUR ROUTE WHEN INCLEMENT WEATHER OCCURS AND WE CREW MEMBERS CAN STILL USE THAT ROUTE (E.G., CHANGE FROM SOUTH TO A BIT TO THE SOUTHWEST) RATHER THAN CLOSING DOWN THE APPROACH ENTIRELY AND TOTALLY MESSING UP AIRLINE SCHEDULES. ATC ALSO NEEDS MORE TRAINING ON WHAT ARICRAFT CAN DO REGARDING CLIMBING. IT'S MORE DESIRABLE IF WE CAN GET AIRBORNE RIGHT AWAY AND THEN CLIMB RATHER THAN CLIMBING HIGH IMMEDIATELY UPON TAKE-OFF.
SHOULD HAVE BEEN A QUESTION ABOUT BEING CLEARED FOR TAKEOFF AND LANDING WITH LITTLE SEPARATION.
USE LONGER THAN 60 DAY TIMEFRAME. USE 90 TO 120 DAYS INSTEAD
ANSWERS WOULD HAVE BEEN DIFFERENT IF SURVEY HAD GONE BACK 6 MONTHS INSTEAD OF 60 DAYS
IT WOULD BE NICE TO HAVE BETTER, CURRENT DISPLAYED WEATHER INFORMATION.
R SAID THAT NASA IS A GOOD PROGRAM, R SAID IN THE TERMINAL AREAS GET MORE RESOLUTION ADVISORS THAT SHOULD BE. IT IS IN A CLASS B RUNWAY
INCLUDE A LARGER TIME FRAME BEYOND 30 DAYS.
RESPONDENT APPRECIATED THE SURVEY WISH WE HAD MORE OF THIS.
60 DAY RECALL MAY NOT BE LONG ENOUGH
MISSED CLEARANCES-CERTAIN AIRPORTS ARE MORE DIFFICULT THAN OTHERS & SHOULD RECEIVE SPECIAL TREATMENT (EX. AIRPORT X, AIRPORT X, AIRPORT X, AND AIRPORT X REQUIRE ELEVATED AWARENESS OF ATC COMMUNICATIONS AT DEPARTURE & APPROACH. EASY TO MISS CLEARANCES).
MOST QUESTIONS ARE ABOUT ONCE IN A CAREER OCCURANCES-FIRES, PASSENGER DISTURBANCES, MALFUNCTIONS, ETC. THE SAFETY ISSUES THAT FACES MOST OF US CONSTANTLY ARE APPROACH & DEPARTURE CONTROLS, ESPECIALLY AT MAJOR HUBS.
YOU MIGHT WANT TO ADDRESS THE FACT THAT THE REGIONAL JET OPERATIONS ARE CONGESTING THE AIRPORTS AND REALLY TAXING THE AIR TRAFFIC CONTROL SYSTEMS.
RESPONDENT FELT THAT 60 DAYS WAS NOT LONG ENOUGH TIME. HE HAS EXPERIENCED SOME OF THESE THINGS BUT NOT IN THE LAST 60 DAYS.
POSSIBLY EXPANDING THE TIME FRAME TO GET A TRUER PICTURE
RESPONDENT SAID HE WAS GLAD HE COULD GIVE HIS INPUT
PLEASED IT'S BEING CONDUCTED
THE TALK ABOUT DEVIATIONS, IF YOU MUST DEVIATE FOR WEATHER AND YOUR OUT OVER THE OCEAN, YOU TALK TO AN OCEANIANIC CONTROL ON HF RADIO THEN THEY HAVE TO RELAY IT BACK IT GETS APPROVED AND RELAYED BACK TO THE GUY WE TALK TO ON THE RADIO. THIS TAKES A LOT OF TIME/ TO BE USING HF RADIOS IN THIS DAY AND TIME THROUGH RELAY STATIONS IS OUT DATED.
WHAT IS PURPOSE OF THIS? NOT REALLY STATED IN LETTER, TOO BROAD.
I DON'T THINK PILOTS SHOULD HAVE GUNS IN THE COCKPIT.
REDUNDENCY OF QUESTION
A LONGER TIME WOULD CATCH MORE SITUATIONS
ONE OTHER PROBLEM WOULD BE THE SMALL PRINT ON THE APPROACH CHARTS THAT ARE VERY DIFFICULT TO READ--AND IF THEY CHANGE THE NOTES IT'S QUITE TOUGH FOR US OLDER CAPTAINS TO READ.
A MUCH BROADER WINDOW ABOUT 6 MONTHS OR SO....
HAPPY THESE RANDOM SURVEYS ARE TAKEN
CARGO CARRIERS SHOULD NOT BE EXCLUDED FROM TCAS. THE SITUATION WITH COMMUNICATIONS BETWEEN PILOTS AND ATC IN COUNTRIES SUCH AS LOCATION X NEEDS TO BE LOOKED AT. BOTH EQUIPMENT AND TRAINING OF PERSONNEL ARE INFERIOR AND THIS CREATES THE POTENTIAL FOR SERIOUS SAFETY ISSUES. EQUIPMENT AND PERSONNEL SHOULD BE UNIFORM THROUGHOUT THE WORLD.

D5A
R THINKS THIS WOULD BE A BETTER SURVEY IF IN PRINT BECAUSE IT WOULD ASSURE ANNONYMITY. QUESTIONS BEING ASKED ARE SO GENERAL THAT THE ANSWER IS ALMOST ALWAYS WILL BE ZERO.
INSTEAD OF YES OR NO QUESTIONS HAVE RANGED SCALE LIKE 12345 MAYBE, ETC.
INTERNET SURVEY WOULD BE A GOOD WAY TO DO THIS - DO SURVEY DURING PEAK SEASONAL WEATHER CHANGES AND PEAK SEASONAL TRAVEL TIME
AIRSPACE IS USED DIFFERENTLY IN OTHER COUNTRIES- IT GETS CONFUSING
IT WAS VERY WISE TO SEND THE LETTER BEFORE THE PHONE CALL.
SURVEY TO BE LONGER THAN SIXTY DAYS.
60 DAYS IS TO SHORT
THERE SHOULD BE SOME QUESTIONS REGARDING SPECIAL AIRPORTS AT HIGH ALTITUDES AND WITH HIGH TERRAINS. THESE AIRPORTS MAKE IT VERY DIFFICULT TO HAVE SAFE, STABILIZED LANDINGS. ALSO, THERE WERE NO QUESTIONS ABOUT OVERWEIGHT LANDINGS WHEN THE BURN DOWN OF FUEL IS NOT ALLOWED BY THE
SPAN OUT SURVEY FOR MORE THAN 60 DAYS
ADD ADDITIONAL QUESTIONS ABOUT CONTROLLERS SLOWING PLANES DOWN RATHER THAN SEEEPING PLANES UP, SECURITY HELICOPTER ACTIVITY AROUND THE AIRPORT PROPERTY
VERY GOOD SURVEY
LETTER SHOULD HAVE TOLD US TO HAVE LOG BOOKS AT HAND
LET US KNOW WHICH AIRPORTS HAVE WHAT ALTITUDES WE HAVE ATC CONTACT IN THE AIR AT THE TIME DEPARTURE. ALSO ASK: HAVE YOU HAD TROUBLE REACHING FLIGHT SERVICES, AND IF SO, FROM WHAT
NASA NEEDS A PILOT TO STRUCTURE THESE QUESTIONS
I AM GLAD THAT NASA IS UNDERTAKING THIS STUDY.
I'M CONCERNED ABOUT THE USEFULNESS OF THE INFORMATION AND WHERE IT IS GOING. IF IT'S NOT IN THE RIGHT HANDS, THEN NOTHING WILL BE RESOLVED.
IT WAS QUITE THOROUGH. IT WAS GOOD.
I THINK THIS A REALLY GOOD I DEAR.
MORE ROOM NEEDED FOR COMMENT BY PILOT
I THINK THIS SHOULD BE DONE ON THE INTERNET.
TELL PILOT IN LETTER TO HAVE LOG BOOK HANDY ,IT WOULD BE VERY HELPFUL FOR MORE ACCURATE DATA
HARD TO RECALL SAFETY EVENTS, HARD TO ENSURE ACCURACY
SINCE I ONLY FLEW TWO TRIPS, THIS WOULDNT BE VERY HELPFUL
60 DAYS TOO SHORT
A LOT OF THESE THINGS THAT YOU ASK HAPPEN, JUST NOT IN THE LAST 90 DAYS
WHEN WILL I SEE THE RESULTS OF THIS STUDY?
I THINK IT IS A GOOD THING . YOU OUGHT TO EXPAND BEYOND 60 DAYS. I HAVE HAD THINGS TO HAPPEN IN THE LAST SIX MONTHS THAT ARE NOT INCLUDED IN THOSE QUESTIONS BECAUSE OF THE TIME FACTORS.
INTRO DOES NOT BEAR REPEATING, VERY LENGTHY SURVEY
IT WOULD BE BETTER TO DO SURVEY ON INTERNET
THE BIGGEST PROBLEM IN THE INDUSTRY IS WITH SECURITY. PASSENGERS AND CREW MEMBERS ARE UPSET ABOUT THE SECURITY MEASURES THAT ARE IN PLACE. PEOPLE ARE SO UPSET THAT IT AFFECTS YOU MENTALLY BOTH THE PASSENGER AND THE FLIGHT CREW. THIS IS A SAFETY PROBLEM BECAUSE WE ARE SEEING MORE CONFLICTS NOW THAN EVER BEFORE. THEY ARE HARASSING OLD PEOPLE AND CHILDREN, PEOPLE IN WHEELCHAIRS AND THE VERY ONES THAT THEY SHOLD BE PROFILING THEY ARE LETTING GO. THERE SHOULD BE A NATIONAL IDENTIFICATION OF SOME KIND. PEOPLE DO NOT WANT TO GO THROUGH THE HASSLE ANYMORE SO THEY ARE NOT FLYING AS MUCH. PEOPLE THAT USE TO FLY 2 OR 3 TIMES A WEEK DO NOT WANT TO FLY ONCE A WEEK. THE SECURITY MEASURES THAT ARE IN PLACE TODAY WILL MAKE THE AIRLINE INDUSTRY GO
WOULDN'T LIMIT IT TO JUST 60 DAYS.

D5A
SURVEY SHOULD COVER MORE THAN 60 DAYS
60-DAY PERIOD TOO SHORT, BETTER TO LOOK BACK FOR 180 DAYS, EVENTS ASKED ABOUT ARE UNLIKELY TO
HOPE THAT THE RESULTS DON'T "DISAPPEAR", LIKE THE FATIGUE SURVEY RESULTS
I HOPE YOU CONTINUE THIS
WOULDN'T LIMIT SURVEY TO THE LAST 90 DAYS, 12 MONTHS MAY BE A BIT MORE APPLICABLE.
EXPAND THE RECALL PERIOD
THE SURVEY SHOULD BE EXPANDED TO A 60 DAY TIME FRAME
PRETTY GOOD, VERY THOROUGH
WE SHOULD MAKE IT LONGER THAN 60 DAYS, AND TRY THE SURVEY AFTER THE HOLIDAYS AND WHEN THE WEATHER IS AT IT'S WORST.
I FLY A GLASS COCKPIT AIRPLANE, I FEEL THAT ATC IS NOT AWARE OF THE WORKLOAD WHEN THEY CHANGE RUNWAYS ON US.
VERY GOOD AND COMPREHENSIVE SURVEY
I THINK IT'S ON THE MARK, STREAMLINED, EFFICIENT AND THE INTERVIEWERS ARE PERSISTENT.
[AIRPORT X] GROWN FREQUENCY ALWAYS TELLS YOU TO GO TO TOWER; TOO MANY GO TO TOWER COMMENTS; A THOUSAND OR MORE TRANSMISSIONS A DAY;
KEEP IT UP
ATC NEEDS TO BE BETTER ABLE TO EFFECTIVELY DO THEIR JOB IN TIMES OF INCLIMATE WEATHER
WE'RE LOSING SIGHT OF PASSENGER SAFETY. THE SECURITY IS FOR CNN TO REPORT. IT'S NOT EFFECTIVE WHEN THE FUELERS & CATERERS ARE NOT SCREENED BUT PILOTS ARE.
I THOUGHT IT WAS GOOD.
WITH ALL THE TECHNOLOGY WE HAVE TODAY, WE SHOULD HAVE GOOD CONTACT WITH ALL THE CONTROL CENTERS ACROSS THE LOCATION X. INSTEAD WE HAVE ARCHAIC COMPONENT X AND INFERIOR CONTACTS. CERTAINLY WE SHOULD BE ABLE TO MAKE IMPROVEMENTS USING COMPONENT X. THE 30 DAY PERIOD IS TOO SHORT TO GET AN ACCURATE PICTURE OF WHAT IS HAPPENING. SOME OF THE THINGS YOU ASK MIGHT HAVE OCCURRED ONCE IN MY LENGTHY EXPERIENCE. PERHAPS YOU SHOULD LOOK AT CERTAIN REGIONS FOR SPECIFIC SITUATIONS, E.G., AIRPORT X FOR TURBULENCE INCIDENTS.
30 DAY WINDOW IS TOO SHORT--6 MONTHS WOULD BE MORE REALISTIC.
GLAD NASA IS LOOKING INTO THIS BECAUSE BECAUSE THE MAIN PROBLEM IS FATIGUE
YOU NEED MORE QUESTIONS ABOUT F M S EQUIPED AIRCRAFT ,IT'S CLEARANCES CHANGES FROM ARRIVAL THRU APPROACH. ASK PILOTS ABOUT THEIR EXPERIENCES
THE QUESTIONS IN THE SURVEY ARE TOO PESSIMISTIC. HOW ABOUT ASKING ABOUT DELAYS FOR MAINTENANCE ISSUES INSTEAD OF TALKING ABOUT TOTAL ENGINE FAILURES WHICH SELDOM HAPPEN? THEN QUESTIONS COULD BE ASKED ABOUT HOW UNEXPECTED MAINTENANCE CAUSES DUTY DAYS TO BECOME LONGER AND HOW THAT IMPACTS ON SAFETY.
I'VE USED NASA BEFORE FOR INCIDENT REPORTS AND I FEEL CONFIDENT ON THE CONFIDENTIALITY AND AM GLAD THAT YOU ARE DOING THIS AND HOPE THAT SOMETHING WILL COME OUT OF THIS.
WHY 60 DAYS WINDOWS
I WONDER IF THE SURVEY WILL ACTUALLY SHOW SOME OF THE PROBLEMS THAT WE ACTUALLY EXPERIENCE EVERY DAY. FROM MY POINT OF VIEW THE LAND AND HOLD SHORT IS A NO WIN SITUATION FOR THE PILOT; IT'S A LOSE-LOSE SITUATION FOR THE PILOT. IT'S UNFORTUNATE THE AIRPORT CAPACITY IS TRYING TO GET MORE LANDINGS IN LESS SPACE.
PHONE CALL REQUIRED TO FLIGHT SERVICE TO OBTAIN WEATHER BRIEFING & FILE FLIGHT PLANS FOR LOCATION
WHERE WOULD HE BE ABLE TO SEE THE RESULTS
WEATHER QUESTIONS. HAD TO FIND ANOTHER WAY TO GET THROUGH WEATHER. ASKED FOR INFO FROM ATC. COULD HAVE RECEIVED MORE HELP. HAD TO KEEP DIVERTING. NEVER TOLD US WHY.

D5A
IT'S HARD TO GET A GOOD ASSESSMENT OF WHAT IS GOING ON IN SUCH A SHORT TIME PERIOD. HAD YOU ASKED THESE QUESTIONS ABOUT MY FLIGHT CAREER, I COULD HAVE ANSWERED THAT MORE EPISODES HAD OCCURRED. THE TIME PERIOD THAT YOU ARE SKING ABOUT IS WAY TOO SHORT.
YOU NEED TO START A SURVEY ON SECURITY ISSUES BECAUSE NASA'S MISSING THE BOAT, YOU'RE GOING ALL AROUND THE THINGS THAT NEED TO BE DISCUSSED.
FAA & NTSB NEED TO WRK TOGETHER UNDER ONE DEPARTMENT.
VERY GLAD NASA IS DOING THIS & WISH NASA WAS IN HCARGE INST. OF FAA
PILIOT AND FLIGHT CREW FATIGUE
I THINK IT IS GREAT YOU ARE DOING IT.
SHOULD HAVE LONGER THAN 60 DAY PERIOD. MAYBE 6 MONTHS TO DEFINE PROBLEMS AREAS.
CLEARANCE CHANGES AND ASSIGNMENT CHANGES ARE NOT THE SAME THING TO THIS PILOT. TCAS PROBLEMS ARE HAPPENING AT THE COMPANY HE IS WORKING AT.
90% OF QUESTIONS DO NOT PERTAIN TO COMMERCIAL PILOTS
MORE ROOM FOR SUBJECTIVE Q'S
VERY NICE SURVEY
IT'S FINE!
KNOW IN ADVAVCEABOUT THE FLIGHT TIMES AND FLIGHT LEGS IN 60 DAYS
R FEELS THIS IS THE MOST BORING INTERVIEW, WHICH WON'T YEILD MUCH AS QUESTIONS FOCUS ON EVENTS THAT ARE SELDOM EXPERIENCED. R SAID HE CERTAINLY WILL NOT DO THIS INTERVIEW AGAIN. SUGGESTED THAT FUTURE SURVEYS OF THIS NATURE COULD PREHAPS YIELD BETTER RESULTS IF THE QUESTIONNAIRE SIMPLY ASKED PILOTS ABOUT UNSUAL EVENTS EXPERIENED IN THE VARIOUS AREAS OF INTEREST WITHIN THE SURVEY
CONTINUE WITH SURVEYS
R FEELS THE PERSON WHO DEVELOPED AND WROTE THE SURVEY QUESTIONS ISN'T A PILOT BECAUSE THESE EVENTS ARE EXTREMELY RARE, AND ARE NOT THE MAIN SAFETY ISSUES OR CONCERNS. SUGGESTS THAT PILOTS THEMSELVES AND THEIR UNIONS BE INVOLVED IN DEVELOPING SURVEY INSTRUMENTS.
SHOULD INCREASE RADIUS TO 15 MILES TO GET MORE INCIDENTS
COMPUTER SCHEDULING MAXIMIZES PILOTS FLIGHT TIME AND MINIMIZES REST TIME
I SUGGEST USING 1 YEAR OR 10 YEARS AS TIMEFRAME.
WITH THE LITTLE FLYING I DID IN THE TIME PERIOD I WAS EASY FOR ME TO RECALL;HOWEVER, I THINK IT WOULD BE HARDER TO REMEMBER WITH A FULL SCHED.
MOST Q'S ARE MORE PERTINENT TO GENERAL AVIATION--LIKE NO PRECISION APPROACHES -WE RARELY HAVE SHIFT IN CARGO. IF I FLEW MY AIRCRAFT LIKE MANAGEMENT RUNS THE AIRLINES WE'D ALL BE DEAD
APPRECIATION WHAT NASA'S DOING
GOOD SURVEY
FEELS CURRENT DEPARTURE SYSTEM OF "FIRST COME, FIRST SERVED" AT LARGE AIRPORTS SHOULD BE MODIFIED/OR AN ALTERNATIVE ESTABLISHED WHEREBY FAST-SPEED AIRCRAFT WOULD BE ALLOWED TO DEPART BEFORE SLOWER ONES; THEREBY, REDUCING TRAFFIC CONGESTION AT LARGE AIRPORTS.
QUESTION REGARDING FAVORABLE GATES IS SILLY. ATC NEVER OFFERS DIFFERENT GATES.
VERY, VERY THOROUGH, REALLY THOUGHT OUT, GOOD TO BE LIMITED TO 60 DAYS, VERY GOOD SURVEY, GOOD TO ASK FOR FREE FORMAT INPUT
90 DAYS IS NOT A LONG ENOUGH TIME FOR TRACKING
IT WOULD BE A GOOD IDEA TO CALL AHEAD OF TIME TO LET R KNOW YOU WILL BE CALLING SO THEY CAN SORT OF BE PREPARED.
WHEN LETTER IS SENT BASIC INFORMATION ABOUT QUESTIONS COULD BE INCLUDED

D5A
FEELS QUESTION RELATING TO 10 MILES THRESHOLD SHOULD BE RE-WORDED TO DEAL WITH AIRSPEED SEPARATELY, AS WELL AS, OTHER CHANGES. NOT NECESSARILY CLEARANCE (E.G. BEING ASKED TO HOLD FOR A WHILE BEFORE LANDING)
MORE THAN 60 DAYS WOULD PICK UP MORE INFORMATION, PILOTS DON'T DEAL WITH SMALL DISTURBANCES
SHOULD EXPAND CLEARANCE CHANGES TO 15 MILES
ENJOYED IT AND IT WAS A PLEASURE TALKING TO YOU. HOPE YOU KEEP DOING THIS
60 DAY TIMEFRAME IS TOO RESTRICTIVE
RESPONDENT SAID MAKE THE WINDOW 6 MONTHS
LARGER TIMEFRAME THAN 60 DAYS
THE QUESTIONS SHOULD BE GEARED TOWARD MORE FEEDBACK FROM THE PILOT THAN JUST "YES" AND "NO".
GLAD THE SURVEY IS BEING DONE AND HOPE IT IS SUCCESSFUL TO CURE PROBLEMS OUT THERE
KEEP IT UP--I HOPE IT DOES SOMETHING
A GOOD IDEA TO HAVE THE SURVEY DONE VIA INTERNET, LESS CUMBERSOME AND COSTLY IN TERMS OF COMMUNICATIONS EXPENSE.
IT IS A GOOD SURVEY.
TIME TO UPGRADE THE ATC SYSTEM TO MINIMIZE RADAR OUTAGES.
FOREIGN PILOTS WHO HAVE DIFFICULTY WITH STANDARD ENGLISH
R SAID THE QUESTIONS PRE-911 SHOULD BE TAKEN OUT OF THE SURVEY
YOU DIDN'T ASK ANYTHING ABOUT HOURS, FLIGHT, FATIGUE, AND NUTRITION--THESE ARE ISSUES THAT AFFECT SAFETY. AS A [REDACTED BECAUSE OF POTENTIAL FOR IMPLICIT ID], I FIND THAT PILOTS APPROACHING AGE 60 ARE LACKING IN SKILLS AND THAT THIS COULD CAUSE SERIOUS SAFETY PROBLEMS. THE RETIREMENT AGE SHOULD NOT BE RAISED.
PREFER TIME TO RESEACH THESE ISSUES --KNOW AHEAD OF TIME WHAT QUESTIONS WE WILL ASK
DO MORE OFTEN
POST THE SURVEY ON THE INTERNET
, DISCCONECT BETWEEN SOCAL (ACTS LIKE TO DIFFERENT AGENCIES) AND ATC COMMUNICATIONS
IT WOULD BE NICE TO MAKE NASA REPORTS AND SURVEYS OF WHAT'S RECENTLEY GOING ON AVAILABLE ON THE INTERNET
WAKE TURBULANCE ON APPROACH SHOULD BE INCLUDED, AND HOW IT WAS HANDLED
THIS SURVEY SHOULD HAVE BEEN REDEVELOPED TO INCLUDE SECURITY INCLUDING THE 911 INSURRECTIONS. RESPONDENT WAS VERY UPSET THAT PEOPLE CLEARING AIRCRAFT ARE NOT SMART, INTELLIGENT AND SOME CAN'T EVEN UNDERSTAND ENGLISH.
SURVEY TIMEFRAME TOO SHORT, AS SOME EVENTS MIGHT NOT HAVE OCCURRED IN THE LAST 60 DAYS; BUT DEFINITELY IN THE LAST 12 MONTHS.
I HOPE IT HELPS. AND THE PROBLEMS RESPONDENT SEES IN FLYING ARE WEATHER REPORTING AND FORECASTING, WHICH WE ASKED ABOUT, AND ATC COMMUNICATIONS AND CLEARANCES, AND TARGETING AIRLINE PILOTS AND PERSONNEL FOR RANDOM SECURITY CHECKS. WE ARE JUST SICK OF IT. IT TAKES THE JOY OUT OF FLYING. WHY CAN'T RESPONDENT TAKE A PAIR OF FINGERNAIL SCISSORS WHEN THERE IS AN AX IN THE COCKPIT. AND I DON'T THINK A RANDOM SECURITY CHECK INVOLVES [INVASIVE SECURITY PRACTICE]. AND RESPONDENT IS CHECKED RANDOMLY AT LEAST 95% OF THE TIME AS EITHER AN EMPLOYEE OR A PASSENGER. BECAUSE OF POOR PROFILING FOR SECURITY. THEY CAN'T FIGURE OUT THAT AIRLINE PILOTS HAVE BEEN SCREENED. THEY DO NOT HAVE A GOOD SYSTEM IN PLACE FOR WHO TO CHECK, RESPONDENT HAS HAD COMPUTER DISKS DROPPED AND ITEMS LOST AND AGAIN WITH THE [INVASIVE PRACTICE]. SOMETIMES IT TAKES 45 MINUTES TO GO THROUGH THIS . IT IS VERY TIME CONSUMING, A TOTAL WASTE OF TIME.
I'M NOW AT A NEW ADDRESS AND WOULD GREATLY APPRECIATE A LETTER SINCE I DON'T RECALL RECEIVING THE ORIGINAL.

D5A
60 DAY TIMEFRAME IS TOO SHORT A PERIOD TO BE ASKING ABOUT THESE OCCURRENCES-SHOULD BE A YEAR.
MORALE IS CRAP NOW BECAUSE OF THE FINANCIAL CONDITION OF THE AIRLINE INDUSTRY. THEY SHOULD MAKE IT TOUGHER TO START UP A NEW AIRLINE WHILE PROTECTING THE LONG-ESTABLISHED EXISTING AIRLINES. I'M GLAD YOU'RE DOING THE STUDY.
QUESTIONS ARE NOT INFORMATIVE. YOU WON'T GET ANYTHING FROM THEM. YOU NEED BETTER QUESTIONS.
ELONGATING THE RECALLS AND ADDING SEVERAL PERIODS OF RECALLS
TIME FRAME OF 30 DAYS CAN BE RESTRICTIVE
I THINK IT'S GOOD.
VERY HAPPY NASA IS DOING SURVEY
THINK IT'S GREAT IF THEY DO ANYTHING WITH IT
SOME OF THE Q'S COULD BE FOLLOWED BY THE Q-WERE YOU IN IFR OR VFR CONDITIONS AT THE TIME
TOO EXTREME. OTHER UNDER-LYING CAUSAL FACTORS COULD BE ASKED ABOUT. THERE IS USUALLY A CHAIN OF EVENTS LEADING UP TO MOST OF THE EVENTS OF THE SURVEY.
GLAD THAT WE ARE DOING TO SURVEY AND LIKES THE SURVEY A LOT
HAVE THE SURVEY HANDED OUT RATHER THAN ANSWER FROM MEMORY
60 DAYS IS PROBABLY TOO SHORT OF TIME FRAME
QUESTIONS THE 60 DAY TIMEFRAME
I THINK THE SURVEY IS GOOD, HOWEVER, IT WOULD BE INTERESTING TO KNOW HOW MANY TIMES IN THE PILOTS' CAREER A PARTICULAR EVENT HAS OCCURRED.
WHAT ARE WE GOING TO GET FROM THIS SURVEY?
EXPAND TIME FRAME TO MORE THAN 90 DAYS.
GLAD WE ARE DOING IT
SIXTY DAY PERIOD IS TOO SHORT OF A TIME FRAME.
VERY THOROUGH
WOW! NOW I'M SCARED. THANK YOU FOR YOUR WORK.
BRING SURVEY UP TO DATE ,TRY ASKING SOME QUESTIONS THAT ARE NOT REDUNDANT.
INCREASE IN SECURITY
MORE PRECISE/SPECIFIC QUESTIONS ARE NEEDED WITH RESPECT TO SAFETY QUESTIONS
THANK YOU FOR CALLING TO INCLUDE ME.
60 DAYS IS A LITTLE SHORT, SHOULD BE 120 DAYS TO FIND MORE INCIDENTS
MAKE THE TIME PERIOD LONGER, PARTICULARLY FOR SENIOR FLIERS WHO DON'T DO MUCH FLYING IN THE LAST QUARTER OF THE YEAR.
AIRPORT FREQUENCIES ARE OVER CONGESTED, ATC DOES NOT CATCH INCORRECT READBACK, AIRLINE MANAGEMENT IS MORE INTERESTED IN PROFIT THAN SAFETY. UNIONS SHOULD BE GIVEN MORE POWER REGARDING SAFETY. REPEATED MAINTENANCE WRITE UP SHOULD BE REPRIMANDED.
MAYBE HAVE THE SURVEY MAILED OUT SO THAT WE CAN PROPERLY GIVE FEEDBACK AND REVIEW THE QUESTIONS AND ANSWERS TO GIVE PROPER FEEDBACK.
VERY GOOD SURVEY.
SHOULD BE INFORMATIONAL RATHER THAN PUNITIVE
I BELIEVE THAT THERE ARE TECHNOLOGY SOLUTIONS TO THE BLOCKED TRANSMISSION PROBLEMS THAT SHOULD BE IMPLEMENTED.
I THINK IT'S A GOOD IDEA
GO BACK FURTHER THAN 60 DAYS
WOULD LIKE TO DISCUSS INTERNATIONAL
ELIMINATE IN THE LAST 60 DAYS FROM THE SURVEY
R SAID THE WINDOW SHOULD BE MORE THAN 60 DAYS,WILL HAVE MORE INPUT

D5A
ABSOLUTE COCKPIT COORDINATION, SECURITY ISSUES AIRCRAFT SECUIRTY
VERY TIME CONSUMING
UP TO DATE WEATHER PROBLEMS
RESPONDENT SAID CALL BEFORE DOING THE SURVEY TELL THEM THE QUESTIONS AND ABOUT HOW MANY HOURS, LEGS AND TYPE OF AIRCRAFTS.
NEED TO MAKE MORE THAN 60 DAYS.
TRAFFIC CONGESTION. TOO MANY AIRPLANES AT ONE TIME IN THE MAJOR AIRPORT.
SURVEY PRETTY GOOD ,WISH THEY HAD MORE SURVEYS
30 DAY WINDOW IS VERY SHORT TIME
EVERYTHING WAS IN THE LAST 30 DAYS, BUT THE SAFETY RELATED CONERNS THAT WERE MENTIONED DID HAPPEN BUT NOT IN THE LAST 30 DAYS, LIKE SMOKE IN THE AIRPLANE. EVENT X. YOU MIGHT WANT TO ASK ABOUT THE LAST 30 DAYS AND THEN A LONGER PERIOD OF TIME, SAY THREE YEARS. LIKE THE BIRD STRIKE INCIDENT, HE HAD THIS EXPERNENCE BUT NOT IN THE TIME FRAME MENTIONED.
GOOD AND THOROUGH SURVEY
WANTS TO KNOW WHY ITS ONLY THIRTY DAYS, THIS SURVEY SHOULD GO BACK TO THE LAST 6 MONTHS BECAUSE THIRTY DAYS IS A SHORT PERIOD OF TIME
GOOD INTERVIEW
THE TIME SPAN IS TOO SHORT TO GIVE A GOOD PICTURE. OF WHAT IS HAPPENING ALL THE TIME.
RESPONDENT IS AN INTERNATIONAL PILOT. EXAMPLE LOCATION X LAUNCHED AIRCRAFT X AS A HOBBY. THEY HAD TO MANUVEUR AROUND THIS, IT WAS A SAFETY ISSUE.
YOU NEED TO EXTEND THE TIME FRAME TO 12 60 DAYS IS A SMALL WINDOW
A LOT OF AIRPORTS ARE DOING SLAM DUNK APPROACHES AND WANT YOU TO KEEP SPEED UP FAIRLY HIGH. SOME OF AIRCRAFT IS CAPABLE BUT IT LENDS ITSELF MORE TO OPPORTUNITY TO UN-STABILIZED APPROACHES.
INCLUDE IN ORIGINAL LETTER THAT WE WILL ASK ABOUT LAST 60 DAYS, SO WE CAN PREPARE OURSELVES.
R IS GLAD WE ARE DOING IT. THANK GOD FOR NASA.
TIME FRAME OF 60 DAYS S TOO SHORT OF A RECKONING PERIOD
ALSO COMMUNICATIONS FROM ATC TO THE PILOT ON SHORT LANDINGS ARE NOT NEEDED AND A SAFETY ISSUE; THEY SHOULD BE GIVING YOU THAT WHEN YOU'RE CLEARED TO LAND.
A POSITIVE THING WE ARE DOING, SHOULD HAVE GOOD DATA
BETTER TO DO THE SURVEY ON THE INTERNET
ALL INFORMATION ALREADY REPORTED NOT SURE WHAT PURPOSE OF SURVEY IS ABOUT, MOST OF QUESTIONS ARE ABOUT SIGNIFICANT EVENTS, WASTE OF TIME AND MONEY
VERY LIMITED TIME PERIOD FOR THIS SURVEY. IF IT WERE TO GO BACK 6 TO 9 MONTHS IT MAY BE BETTER
MAKING RESULTS AVAIL TO CREW MEMBERS.
A LOT OF THE THINGS YOU ASKED ME ABOUT, SOME WILL HAPPEN ONCE IN A LIFETIME BUT NOT WITHIN 60
R SAID MORE SHOULD BE ADDRESSED ABOUT LONG CREW DUTY DAY
IT SOUNDS LIKE A GREAT SURVEY!
AIR SPEED CONGESTION
SURVEY HIT ALL THE RIGHT BASES
RESPONDENT THINKS THE SURVEY SHOULD BE MORE THAN 60 DAYS. NOT ENOUGH TIME FOR A GOOD
I THINK THIS IS AN EX CELLENT SURVEY AND I'M GLAD TO SEE THAT THEY ARE GATHERING DATA
DOING SURVEY OVER INTERNET MAY BE A LITTLE MORE ACCURATE
60 DAYS TIMEFRAME IS A LITTLE RESTRICTED

D5A
THINKS THAT YOU SHOULD GO BACK FURTHER THAN 90 DAYS . IF IT IS SIGNIFCANT THEY WILL REMEMBER. UNWANTED FLIGHT CONTROL MOVEMENTS IF HAPPENED THEY WILL REMEMBER EVEN IF FAR BACK. IF YOU HAD A PASSENGER EMERGENCY BAD ENOUGH YOU WILL REMEMBER . THINKS THAT THE CO-PILOT BACK TO THE PASSENGER HE THINKS THAT THE CO-PILOT BELONGS NEXT TO THE CAPTAIN TO PROTECT THE CAPTAIN SO THAT HE CAN LAND THE PLANE SAFELY. (CP3) TWO PEOPLE SHOULD ALWAYS BE IN THE COCKPIT AT THE SAME TIME. MOST IMPORTANT JOB OF THE C0-PILOT IS TO BE DEFENDING THE CAPTAIN.
VERY GOOD SURVEY
INFO ON FMS INCIDENTS
SECURITY: READ STATEMENT
COULD WAIVE THE REPETITION PHRASE
THE ATIS USES THE LARGER METROPOLITIAN AREA. IT IS A COMPUTER VOICE AND IS EASIER TO UNDERSTAND.
SECURITY CREW SCREENING OF FLIGHT CREW IS BEING OVERSCRUTINIZED, PROFILING OF PASSENGERS
PILOT FATIGUE AND CARGO CARRIED CHECKED FOR DANGEROUS CHEMICAL OR BIOLOGICAL ITEMS
THE QUESTIONS THAT YOU'RE ASKING--MOST OF THAT STUFF WE'RE BEATEN OVER THE HEAD NOT TO DO. IF ANY OF THESE HAPPEN, SOMETHING IS DRASTICALLY WRONG AND THERE WOULD HAVE TO HAVE BEEN NUMEROUS FAILURES BY MANY DIFFERENT PEOPLE TO CAUSE THAT.
THE INTERMIX OF SMALL, SLOW AIRCRAFT WITH LARGE AIRLINERS IN THE TERMINAL AREA. CONGESTION IN THE TERMINAL AREA, SMALL AIRCRAFT OFTENTIMES CAUSE T-CAS ALERTS; HARD TO KEEP TRACK OF SMALL AIRCRAFT, DIVERT SMALL AIRCRAFT TO SATALITE AIRPORTS, SURVEY SHOULD INCLUDE THESE TYPES OF QUESTIONS
VERY GOOD SURVERY HAPPY I GOT IN INVOLVED
THE QUESTION YOU ASKED ABOUT LEAVING THE COCKPIT IS MEANINGLESS BECAUSE WE ARE NO LONGER ALLOWED TO LEAVE THE COCKPIT TO ANYWAY INTERACT IN A PASSENGERS CONDUCT.
WHY IS THE DURATION LIMITED TO 60 DAYS? YOU WOULD GET A MORE ACCURATE DESCRIPTION IF IT WAS 120
LOOK AT THE FAR LIMITS FOR CREW RESTS
AT CONGESTED AIRPORTS THERE CAN BE PLANES FROM DIFFERENT AIRLINES WITH VERY SIMILAR CALL SIGNALS SIMULTANEOUSLY COMING IN FOR TAKE-OFFS AND LANDINGS. THIS HAS THE POTENTIAL TO BE AN EXTREMELY DANGEROUS SITUATION SINCE THERE CAN BE CONFUSION ON THE PART OF ATC AND THE CREW REGARDING WHICH AIRPLANE IS RECEIVING THE INSTRUCTIONS. WHY ISN'T THERE A QUESTION ABOUT HOW MANY TIMES IN THE LAST 30 DAYS A PILOT DID NOT HAVE ADEQUATE CREW REST?
MORE REAL WORLD TRAINING AND COCKPIT SECURITY
I THINK IT'S GREAT THAT YOU'RE DOING THIS!
BRING IN THE ISSUE OF PILOT FATIGUE.
90 DAYS TOO SHORT A PERIOD. STUDY NEEDS TO BE EXPANDED.
SUGGEST MORE FOLLOW-UPS TO DETERMINE HOW MANY EVENTS HAPPENED DOMESTICALLY/FOREIGN
THE TIME FRAME OR WINDOW SHOULD BE EXTENDED TO RECEIVE A BETTER SNAPSHOT
WHERE WILL THE RESULTS BE PUBLISHED?
AFTER THE FIRST QUESTIONS WE COULD HANG UP THE INTRO PHRASE
IT WOULD BE BETTER IF NASA AND FAA WOULD WORK TOGETHER WITH THE SAFETY WORKING GROUPS THAN TO ESTABLISH THROUGH SURVEYS
YOU NEED TO GO MORE THAN 60 DAYS. CONTROLLERS BRING YOU IN TOO HIGH AND TOO FAST.
RESTRICTING TO LAST 30 DAYS LIMITS THINGS THAT HAVE HAPPENED
WE DONT NEED TO REPEAT IN THE PAST 30 DAYS BEFORE EVERY QUESTION
SOMEONE NEEDS TO HAVE A NUMBER FOR US TO CALL TO DO A SURVEY; IN THE COMPLETE SECURITY OF THE
WHY WASN'T THE SURVEY MAILED TO ME?
I THINK I CAN SEE WHAT YOU'RE TRYING TO DO & I THINK IT'S A GOOD THING. I DID THE SURVEY [EARLIER] ALSO
HAPPY IT IS BEING DONE. 60 DAYS IS NOT LONG ENOUGH

D5A
THE SURVEY DOES NOT SEEM VERY EFFECTIVE, I DON’T THINK THAT YOU WILL GET ANY GOOD ANSWERS BECAUSE YOU ARE ONLY ADDRESSING ABOUT 2% OF WHAT IS REALLY WRONG IN THE AVAIATION SYSTEM. HE COULD NOT ELABORATE FURTHER
DIFFICULT TO ANSWER QUESTIONS OUT OF THE BLUE, QUESTIONS ABOUT HOURS AND LEGS FLOWN ONLY APPROXIMATE, SHOULD SIMPLY ASK IF ANYTHING UNUSUAL HAS HAPPENED
PILOT PARTICIPATED IN STUDY DONE FOR COMPANY X VIA NASA. NEVER GOT THE RESULTS OF THE STUDY FINDINGS. STUDY WAS RELATED TO [ISSUE].
LONG SURVEY, RESPONDENT WOULD HAVE PREFERRED MAILING
ATC HAS NO IDEA OF THE CAPABILITIES OF WHAT AN AIRPLANE IS ALL ABOUT. I ALSO APPLAUD THIS PROGRAM.
SHOULD INCLUDE A LONGER PERIOD OF TIME
REPORTS ARE TO BE FILED ABOUT INCIDENTS
NO. YOU COVERED PRETTY MUCH EVERYTHING.
R FEELS THE SURVEY SHOULD INCLUDE ISSUES RELATED TO DUTY TIME, COULD BE A SAFETY PROBLEM, BUT BELIEVES IT'S MORE A MATTER OF WORK SCHEDULING.
NASA GOOD JOB
MY SUGGESTION WOULD BE TO PROGRAM AN OFFSET TO THE RIGHT OF ALL AIRWAYS BY TWO TO THREE HUNDRED FEET.
FOCUS ON SMALL CONTRACTED CARGO CARRIERS. NO ACCOUNTABILITY ON PART OF THE FREIGHT FORWARDERS. MAINTAINANCE REGULATIONS ARE BLATANTLY IGNORED BECAUSE NO LIABILITY NEEDS TO BE ASSUMED BY THE PARENT COMPANY, E.G. COMPANY X.
UNREQUESTED CLEARANCE CHANGES TO ALTITUDE RESTRICTIONS AND ESPECIALLY AIRSPEED ASSIGNMENT OCCUR SO FREQUENTLY THAT THEY APPEAR NORMAL. THIS PREHAPS INDICATE THAT ATC IS NOT GENERALLY PREPARED TO RECIEVE APPROACHING AIRCRAFTS.
WHAT IS DONE ABOUT SECURITY FROM A PILOT'S PROSPECTIVE
NOTES THAT QUESTION OF INCLUSION OF AVOIDANCE OF APPROACH AND LANDING ACCIDENTS IN AIRLINE'S S.O.P.S, SHOULD INSTEAD ADDRESS WHETHER OR NOT RECURRENT OR OTHER TRAINING COVERED "THREATS AND ERROR MANAGEMENT"
EXTEND TO ASKING ABOUT COMPANIES PILOT'S WORK FOR
RESPONDENT SAID LESS EXPERIENCED AIR TRAFFIC CONTROLLERS WORK DURING WEEKENDS, NIGHTS AND HOLIDAYS AND THIS IS WHERE YOU GET REQUESTS THAT YOU CAN'T COMPLY WITH. THEY NEED TO FIND A WAY TO SPREAD OUT MORE EXPERIENCED CONTROLLERS TO AVOID THIS.
LOT OF QUESTIONS HAPPENED BUT NOT WITHIN THE 90 DAY PERIOD
OK IF ASKED IF WEATHER OR DARKNESS PLAYED A ROLL IN RUNWAY INCURSIONS. HAVE A QUESTION DEALING ABOUT MODERATE WEATHER TURBULENCE AS OPPOSED TO SEVERE.
ENCLOSE IN THE COVER LETTER SUBSTANCE OF QUESTIONS
WANT MORE THAN 60 DAYS
A LOT OF ONCE AND A LIFETIME QUESTIONS , AND THE MOST COMMON ONES YOU DIDN'T ASK FOR EXAMPLE ABOUT ATIS WE HAVE A LOT OF INFORMATION THAT NO LONGER APPLYS, FOR EXAMPLE LOW VISIBLY TAXI ROUTE, WHICH IS NEVER USED AND CODED TAXI ROUTES
THIS IS A DIFFICULT THING TO DO SPONTANEOUSLY, BUT IF YOU WOULD INCLUDE IN YOUR LETTER, PLEASE HAVE COMMENTS REGARDING AVIATION SAFETY WHEN THE INTERVIEWER CALLS, IT WOULD GIVE ONE A CHANCE TO PREPARE FOR THIS OPPORTUNITY
AIRPORT X HAS A LOT OF CHANGES TO CLEARANCE WITHIN 10 MILES OF RUNWAY.
WHY CAN'T YOU ASK THESE QUESTIONS OVER THE INTERNET?
I'M A PILOT X AND ONLY GO OUT 2 OR 3 TIMES A MONTH, SO I DON'T KNOW IF I AM A GOOD CANDIDATE FOR
THINKS THAT SOME COLLEAGUES WILL NOT BE FORTHCOMING WITH INFO BEC. OF PRIVACY DOUBTS

D5A
I'M THRILLED TO DEATH
AT CERTAIN AIRPORTS WILL GIVE CLEARANCE FOR TAKEOFF--AIRPORT X- BEFORE A PRECEDING AIPLANE HAS LIFTED OFF. THEY WILL CONTINUUE TAKEOFF AND LANDING OPERTIONS DURING SLIGHT TAILWINDS CONDITIONS AND THIS IS NOT THE SAFEST WAY OF DOING THIS.
MANY OF THE QUESTIONS ARE FAR VIOLATIONS WHICH ARE VERY ACCURATELY DETAILED WITH THE FAA. SHOULD BE ABLE TO GET INFORMATION WE NEED FROM THERE SINCE THESE VIOLATIONS ARE REPORTED ON
60 DAYS IS TOO SHORT OF A TIME TO HAVE PROBLEMS
THE SURVEY NEEDS TO BE UPDATED (EXAMPLE - PILOTS CAN'T LEAVE THE COCKPIT).
MAKE AN HONEST EFFORT TO FORCE FAA TO MAKE CHANGES AS NOTED FROM THE SURVEY RESULTS
I THINK IT WAS VERY GOOD. YOU COULD INCLUDE CREW FATIGUE AND WORKING WITH A CREWMEMBER WHO HAS BEEN DRINKING OR USING DRUGS.
VERY GOOD SURVEY
MANY TIMES THE WRONG QUESTIONS ARE ASKED. THIS IS TYPICAL OF ANY SURVEY. THERE ARE MANY OTHER PROBLEMS AND AREAS THAT AREN'T TOUCHED ON.
THESE ARE CAREER ENDING INCIDENTS WE ARE ASKING--THESE ARE BOMBASTIC QUESTIONS
PUTTING SURVEY ON INTERNET WOULD BE MORE COMPREHENSIVE ,QUICKER AND EASIER
RESPONDENT SAID THAT THE CEO AND SENIOR MANAGEMENT MORE ACCOUNTED FOR
WAS GOOD
MAY WANT TO USE THE WEB
HEALTHY BUT NOT SURE WHERE THIS IS GOING. GETTING COMMENTS IS HEALTHY...LOVE THE NASA PROGRAM. ANY NON-THREATENING ENVIRONMENT IS GOOD
WE SHOULD HAVE RELIEF PILOTS ON INTERNATIONAL FLIGHTS / AND FLIGHTS THAT GO FAR INTO THE NIGHT.
START WITH OPEN QUESTIONS HAVE YOU HAD ANY UNUSUAL CIRCUMSTANCES HAPPEN IN THE LAST 60 DAYS.
I THINK TIMEFRAME FOR STUDY SHOULD BE 6 MONTHS TO 1 YEAR, SO THAT MORE QUESTIONS WOULD APPLY.
SAID NO BUT I NEED TO WORRY LESS ABOUT IN-FLIGHT SAFETY AND MORE ABOUT SECURITY AND THE HARRASSMENT OF FLIGHT CREWS.
I FEEL THAT, FIRST OF ALL I WORK FOR A VERY COMPETENT OPERATOR, I CAN ANSWER YOUR QUESTIONS HONESTLY WITHOUT QUESTIONING MY OWN INTEGRITY. I THINK THAT DUE TO FEAR OF THEIR JOBS PILOTS WILL NOT BE CANDID (INTERVIEWER DID PROVIDE EXPLAINATION).
RESPONDENT SAID MAKE THE SURVEY WINDOW 12 MONTHS. COULD GET MORE IMFORMATION FOR THIS TIME PERIOD
I THINK MOST OF THE QUESTIONS YOU ASKED WOULD HAVE ALREADY BEEN COVERED IN ACCIDENT REPORTS.
AVAILABILITY OF THE LASTEST RADAR INFORMATION AT ALL DEPARTURE AIRPORTS, AND THE SAME ABILITY TO GET THE SAME INFORMATION IN THE AIR AS WELL.
I THINK IT'S GOOD, I THINK YOU'RE DOING A THING THAT'S NEEDED. IT'S THE ONLY WAY WE CAN KEEP IMPROVING OUR SYSTEM.
YOU NEED TO INCLUDE MORE THAN 60 DAYS IN THE STUDY PERIOD.
GLAD THAT IT'S BEING DONE
WE SHOULD BE COMMENDED FO OUR PERSISTENCE.
SUGGESTIONS LONGER PERIOD, LAST 6 MONTHS
QUESTIONS SHOULD BE ASKED ABOUT AIRPORT SIGNAGE FOR GROUND MOVEMENT.
ASK PILOTS DO THEY FEEL HOLD-OVER TIME FOR DE-ICING FLUIDS IS ACCURATE.
COMPREHENSIVE--VERY GOOD
60 DAYS IS RATHER LIMITING
PUT SURVEY ON WEB
JUST THAT HE WAS IN TRAINING FOR MOST OF THE 60 DAYS & DIDN'T HAVE MUCH FLY TIME

D5A
THERE OUGHT TO BE MORE STUDIES LIKE THIS! IT MIGHT BE BETTER TO HAVE THE TIME PERIOD BE 60 DAYS INSTEAD OF 30 DAYS.
RESPONDENT APPRECIATES THE SURVEY AND HOPES IT HAS A POSITIVE EFFECT. TROUBLES IN LOCATION X DUE TO CONTROLLERS HAVING UNUSUAL OCCURRENCES IN TERMINAL AREA WORKING MANY ATC FREQUENCIES. IT IS AN AREA TO BE STUDIED…THE CURRENT ATC ARE DOING AN EXCELLENT JOB.
STRIKE THE QUESTION ABOUT CREW LEAVING THE COCKPIT-AGAINST MOST COMPANIES POLICY NOW
R SAID DO MORE SURVEYS REGULARLY
NEED TO MAKE SPECIFIC DEFINITIONS OF THE QUESTIONS, NEED TO ADD SECURITY AND FATIGUE ISSUES
QUESTIONS ARE BETTER SUITED TO THE LARGE AIRLINE CARRIERS; CORPORATE AIR CARRIER OPERATES IN A DIFFERENT ENVIRONMENT.
SURVEYS ARE VERY VALUABLE AND YOU MAY CONTACT ME AT ANYTIME TO PARTICIPATE
R SAID HAVE THE PHONE NUMBER SEEN ON CALLER ID
R DOESN'T THINK THIS SURVEY REPRESENTS THE REAL WORLD SITUATION.
IT'S A VERY GOOD SURVEY.
RESPONDENT SAID ASK QUESTIONS ABOUT SECURITY. ASK QUESTION ABOUT THE NORTH ATLANTIC...ABOUT ADS AND CPDLC.
PUT IT ON THE INTERNET
AIRPORT X CLOSES DOWN THEY SHUT DOWN ANYONE GOING TO LOCATION X. WAIT FOR 1 CLOUD TO MOVE WHILE WE SIT ON RUNWAY--FUEL ISSUSE
VERY THOROUGH SURVEY.
NEXT TIME A SURVEY IS TO BE CONDUCTED IN THIS MAGINITUDE SEND IT TO ME SO I CAN READ THROUGH THE QUESTIONS, SO I CAN READ AND ANSWER THE QUESTION ACCURATELY, BECAUSE I WOULD HAVE MY PAPER WORK IN FRONT OF ME
IF YOU HAD A SCALE OF 1-10 FOR SOME OF THE QUESTIONS, IT WOULD BE BETTER.
R THINKS THESE SURVEYS SHOULD BE DONE MORE FREQUENTLY.
DOING THE SURVEY ON THE INTERNET IS A GOOD IDEA
MAYBE YOU CAN GET A BETTER RESPONSE IF THE SURVEY WAS DONE ON THE INTERNET. THAT WAY PEOPLE CAN SIT DOWN AND REALLY THINK ABOUT THEIR ANSWERS.
THE TIME FRAME OF SIXTY DAYS IS TOO SHORT TO BE ASKING ABOUT.
WISH IT WERE LONGER AND COVERED MORE
GET THIS LIST OF QUESTIONS TO THE PANEL MEMBERS SO THEY CAN REFER TO THEM AT LEAST A DAY OR SO BEFORE BEING CALLED AND/OR MAKE THE SURVEY AVAILABLE ON THE INTERNET
THIS WAS A GOOD INTERVIEW WITH IMPORTANT QUESTIONS.
THE TIME PERIOD OF 60 DAYS
SHOULD EXPAND PERIOD BEYOND 60 DAYS
TIMEFRAME TOO SHORT
I'D REALLY LIKE TO SEE SOMETHING ABOUT CREW FATIGUE AND DUTY TIMES IN THE SURVEY.
I'M GLAD THAT I GOT TO PARTICIPATE.
YOU COVERED A GOOD ARRAY OF TOPICS.
COMMUNATIONS WITH PILOTS AND AIR TRAFFIC CONTROL.
ATC IS NOT KEEPING UP WITH THE TRAFFIC FLOW
I ENJOY TAKING IT.
VERY PLEASED WITH QUESTION AC2 REFERENCING TCAS ADVISORY. ONE OF THE GREATEST IDEAS THAT HAS COME ABOUT AND HAS HELPED HIM A GREAT DEAL!
RESPONDENT FELT THE INTERVIEW WAS SURPRISINGLY THOROUGH AND WELL-THOUGHT OUT
DON'T MIND DOING IT

D5A
WHAT IS THE GOAL OF THIS STUDY -NOT CLEAR AFTER LISTENING TO THE QUESTIONS.
WAS VERY GOOD
UNLIT TAXIWAY AREAS NEED TO BE IN GREEN CENTER OF ZONE.
A LOT OF QUESTIONS WOULD HAVE BEEN ANSWERED YES IF IT WOULD HAVE BEEN 120 DAYS.
TIME PERIOD TOO SHORT FOR GOOD SURVEY
REGARDING WEATHER AND THE SUPPLY OF ACCURATE WEATHER INFORMATION. LACK OF ATC IN ROUTE OR TERMINAL WEATHER INFORMATION.
INTERVIEWER DID A GOOD JOB VERY NICE INTERVIEW PER R
, NEED TO TRANSMIT THIS INFORMATION FROM MANAGEMENT TO OPERATIIONAL USEAGE
RESPONDENT FELT LIKE IT WAS A LITTLE DIFFICULT TO REMEMBER A LOT OF THESE DETAILS FOR THE LAST 60
YOU DON'T HAVE TO KEEP REPEATING "IN THE LAST 30 DAYS."
COULD POSSIBLY ELIMINATE INTRODUCTORY PHRASE
MAYBE COVER MORE THAN 60 DAYS.
TOO LONG
YOU COULD CUT THE SURVEY IN HALF IF IT WERE NOT SO REPETITIVE ON INITIAL QUESTIONS
IN INTERNATIONAL CONTROLERS DEALING WITH ACCENTS AND POOR ENGLISH. ANYTHING OUT OF ORDINARY THEY CANNOT HANDLE
I'M GLAD THAT YOU ARE DOING THIS STUDY--GREATLY APPRECIATE IT.
SHOULD BE ONLINE
THE MORE SAMPLING THE BETTER--
I THINK IT'S GREAT THAT YOU'RE DOING THIS. WE'RE OUT THERE EVERY DAY AND NEED ALL THE SUPPORT WE CAN GET
R SAID WE NEED TO LOOK AT THE REAL PROBLEMS LIKE HARASSING AIRLINE PILOTS THEY ARE NOT THE ENEMY. WE LET PEOPLE ON AIRPLANES THAT HAVE 3 WEEK OLD PASSPORTS LIKE THE NUT THAT BLEW UP HIS SHOE. HE IS WHO WE SHOULD BE LOOKING AT. THE QUESTIONS WE ARE ASKING WITH THIS SURVEY ARE NOT THE REAL
SHOULD FOCUS ON HUMAN RESOURCE TYPE ISSUES
THIS SURVEY SOUNDS LIKE IT WAS WRITTEN BY AN ATTORNEY. THE QUESTIONS ARE TOO SPECIFIC AND REQUIRE MOSTLY YES AND NO ANSWERS. WHY DON'T YOU ASK ABOUT SPECIFIC INSTANCES, SAY WITHIN THE LAST YEAR, THAT WERE SIGNIFICANT AND WERE DEFINITELY SAFETY-RELATED. THESE OCCURRENCES COULD THEN BE COMPILED AND A BETTER PICTURE OF AVIATION SAFETY OBTAINED.
INTERVIEWER'S NOTE: PILOT SAID UNSTABILIZED APPROACH DEPENDS ON HOW IT IS DEFINED...USUSALLY BELOW 1000 FEET. HOWEVER, HE HAD FOUR WHICH WERE ABOVE 1000 FEET.
THERE SHOULD BE FOLLOW UP QUESTIONS REGARDING COLLISSION AVOIDANCE MANEUVERS
RESPONDENT SAID THIS WAS A MUCH BETTER SURVEY THAN THE SURVEY RESPONDENT DID A YEAR AGO
RESPONDENT THINKS SURVEY SHOULD HAVE A SPAN OF 12 MONTHS
I THANK NASA FOR DOING THIS SURVEY
AIR TRAFFFIC CONTROLLERS USING MULTI-FREQUENICES ON THE GROUND AND IN THE AIR
MAY HAVE BEEN LESS TIME CONSUMING TO SIMPLY ASK WHETHER THEY ENCOUNTERED ANY UNUSAL EVENTS IN THE LAST 60 DAYS.
VERY WELL THOUGHT OUT. 60 DAYS IS A SMALL WINDOW UNLESS YOU ARE TRYING TO CAPTURE SPECIFIC INFORMATION
WOULD LIKE TO HAVE THE QUESTIONS BEFORE HAND TO BE ABLE TO GIVE MORE ACCURATE ANSWER. WOULD LIKE TO BE EXTREMELY CONFIDENT.
IT WOULD BE NICE TO HAVE THE QUESTIONS PRIOR TO THE INTERVIEW TO PROVIDE MOPRE ACCURATE
VERY THROUGH STUDY
GOOD SURVEY

D5A
IT IS GREAT AND THANKFUL FOR BEING ABLE TO PARTICIPATE. IT IS REFRESHING TO HAVE INPUT.
GOOD QUESTIONS TIME PERIOD MAY NOT COVER EVERYTHING. IN CARGO TRIPS CAN HAVE LONG TIMES SO FATIGUE IS AN ISSUE ON LANDING PERFORMANCE. THE USE OF AUTOMATION RESULTING IN POOR PERFORMANCE WHEN MANUALLY FLYING APPROACHES TO LANDING--RELYING TOO MUCH ON AUTOMATION. ALSO NEED TO LOOK AT AIRCRAFT ACCIDENTS AS RELATED TO PILOTS WITH TRAINING FAILURES--EVEN MULTIPLE
I'D LIKE TO SEE GUNS IN THE COCKPIT-WITH SIGNS POSTED TO MAKE THEM THINK TWICE.
APPROPRIATE
AS PILOT X, QUESTIONS AH13 AND AH14 WERE PART OF MY TRAINING PROCEDURES
SOME ITEMS ARE CAREER-ENDING EVENTS
I HAD EXPECTED MORE DETAILED QUESTIONS ABOUT CHECKLIST ERRORS. I WORK FOR A DISTRESSED AIRLINE. CREW MEMBERS MUST SPEND MORE TIME THAN EVER ON SAFETY CHECKLISTS WHILE KNOWING THAT THEIR DAYS WITH THE COMPANY ARE NUMBERED. THIS CERTAINLY TAKES ITS TOLL BY ADDING STRESS AND THE POSSIBLITY FOR SAFETY ERRORS TO OCCUR. I WILL BE FURLOUGHED AS OF [DATE] AND LUCKILY HAVE OTHER OPTIONS AVAILABLE TO ME. THE YOUNGER GUYS, HOWEVER, ARE EXTREMELY ANXIOUS BECAUSE THEY HAVE NO IDEA WHAT WILL HAPPEN TO THEM REGARDING EMPLOYMENT.
IS 60 DAYS SUFFICIENT?
WELL DONE
GOOD SURVEY
SURVEY IS VERY THOROUGH
IT WOULD BE BETTER IF WE WERE CALLED AND TOLD THAT IN 2 MONTHS WE WILL BE RECEIVING ANOTHER CALL TO DO A SURVEY AND WE NEED TO FOCUS ON CERTAIN SAFETY QUESTIONS. SO THAT WE DO NOT HAVE TO TRY TO REMEMBER WHAT HAPPENED THE LAST SIXTY DAYS, BECAUSE THINGS GET JUMBLED UP IN YOUR MIND WHEN YOU ARE TRYING TO REMEMBER.
I QUESTION WHETHER YOU CAN DEIDENTIFY THE RESPONSE OF R.; WHETHER YOU WILL GET ACCURATE RESPOSE. WHY NOT TALK ABOUT FATIQUE?
R WOULD LIKE TO GET PAID FOR HIS TIME
THE FRAME OF REFERENCE FOR THE STUDY IS TOO RESTRICTED-YOU SHOULD ASK ABOUT LONGER (AT LEAST 5 YEARS) PERIOD OF TIME.
I THINK IT'S A GOOD SURVEY
APPRECIATE THAT NASA IS TAKING THE TIME TO CONDUCT THIS SURVEY ON SAFETY-RELATED ISSUES
HAVE NASA CHECK A WEBSITE, ITS RADIO FREQUENCY INTERFERENCE RELATED AND THE WEB SITE IS AERO
COULD ASK ABOUT GO AROUNDS IN THE LANDING ENVIRONMENT
SEVERE TURBULENCE QUESTION, CAN HAVE LESS THAN SEVERE TURBULENCE THAT CAUSES CHANGES IN ATTITUDE OR AIRSPEED
ON-GOING
YOU SHOULD HAVE ASKED ME IF THERE ARE AIRPORTS THAT I AM CONCERNED ABOUT THE SAFETY DUE TO POOR AIRPORT TRAFFIC CONTROL.
ARE PART 135 OPERATORS INCLUDED IN THIS SURVEY?
GOOD SURVEY
30 DAYS IS TOO SHORT A TIME FRAME FOR MOST OF THE QUESTIONS.
NOT LONG ENOUGH PERIOD OF TIME - 60 DAYS
THINK THIS IS USEFUL
60 DAY WINDOW TOO NARROW
GOOD SURVEY
CREW FATIGUE. DUTY SHOULD NOT EXCEED 12 HOURS/DAY FOR CREWMEMBERS.
ATC CONTROLLERS SHOULD BE RESPONSIBLE FOR INCORRECT READ BACK CLEARANCES INSTEAD OF CREW

D5A
EXTEND THE TIME PERIOD FOR THE SURVEY AND ASK RESPONDENTS WHAT "BIG" EVENTS HAVE OCCURRED IN THE PAST 5 YEARS.
ASK PILOTS ABOUT THE MOST RECENT ATC SCREW-UPS THEY'VE EXPERIENCED AND ALSO DO YOU FEEL IF THEY DESIGN AIRPORTS BETTER (SIMILAR TO LOCATION X), WOULD YOU BE SAFER?
NEED MORE CONTROLLERS TO HANDLE THE WORK LOAD.
SURVEY VERY THOROUGH
THERE'S AN AWEFUL LOT OF TRAFFIC UP THERE.
CONSISTENT AND THE FORMAT IS RIGID BUT APPROPRIATE FOR THE NUMBER OF PILOTS THAT MUST BE INTERVIEWED
HE DOES NOT BELIEVE THIS WILL HELP ANYTHING. BECAUSE THEY WILL STILL DO ILLEGAL THINGS TO STAY IN BUSINESS.
FREQUENCY CONGESTION. TOO MANY PEOPLE TALKING ON THE RADIO. PEOPLE MISSED RADIO CALLS, WHICH IS A SAFETY PROBLEM.
MOST CRITICAL CLEARANCE IS ALTITUDE. IT SHOULD BE REQUIRED THAT ATC CONFIRM THE READBACK ON
THE WHOLE SURVEY IS ASKING QUESTIONS ABOUT INCIDENTS THAT SHOULD BE REPORTED BY PILOTS THAT HAVE THESE INCIDENTS.IT'S A FORM THAT PILOTS HAVE TO FILL OUT,AND IT'S MANDATORY THAT YOU REPORT THESE THINGS
QUESTION CP3 POORLY WRITTEN.
PREFER TO HAVE SURVEY MAILED
GROUND OPERATIONS NOW NEEDS THE LARGEST FOCUS NOW. IF THERE WERE A TRAFFIC LIGHT SYSTEM AT ACTIVE RUNWAY CROSSING AT HIGH-DENSITY AIRPORTS, IT WOULD ELIMINATE A LOT OF THE VERBAL WORK FOR THE ATC CONTROLLERS. ALL DIRECTIONS ARE GIVEN VERBALLY AND OFTEN ARE CHANGED. HAVING TRAFFIC LIGHTS WOULD ELIMINATE MUCH OF THE CONFUSION AND STRESS FOR BOTH THE PILOTS AND CONTROLLERS. YOU COULD HAVE AN IN-DEPTH SURVEY ON THE GROUND PORTION ALONE.
I JUST REALIZED THAT MY BIGGEST SAFETY CONCERN IS THAT EVERYTHING IS OVERLY AUTOMATED NOW AND THERE'S AN OVER-RELIANCE ON THE PART OF EVERYONE ON THE COMPUTERIZED SYSTEMS AND NONE ON USING ACTUAL DATA. CREW MEMBERS HAVE LOST THIS CRUCIAL SKILL, AND MOST OF THE ACCIDENTS OCCUR BECAUSE PILOTS DO NOT KNOW HOW TO USE DATA.
DECREASE THE UNDO STRESS FOR CREWMEMBERS IN REGARD TO SECURITY
WOULD RECOMMEND FREE FLIGHT. NASA SHOULD TAKE A LOOK AT IT, IF THEY HOPE TO MINMIZE SOME OF THE PROBLEMS
IT SEEMS A LITTLE NARROW IN FOCUS FOR 60 DAYS.
YOU DIDN'T ASK WHETHER I HAD A MALFUNCTION ON BOARD THAT RESULTED IN AN EMERGENCY, WHICH I DID. I HAD AN EVENT X BUT THIS WAN'T ASKED IN THE SURVEY. YOU SHOULD ASK QUESTIONS THAT ENCOMPASS MORE OF THE DIFFERENT SYSTEMS ON BOARD AND WHAT MAY RESULT IN AN EMERGENCY. CONCERNING THE INTERNATIONAL AIR SPACE SYSTEM, IN LOCATION X, THE CONTROLLERS SPEAK LANGUAGE X TO PILOTS. THIS MAKES IT DIFFICULT FOR ALL OTHER PILOTS WHO ARE WAITING FOR INSTRUCTIONS IN ENGLISH; CONTROLLERS AREN'T SUPPOSED TO BE SPEAKING LANGUAGE X IN THE FIRST PLACE.
60 DAY TIMEFRAME, SHOULD BE EXPANDED
NO LANDING CLEARANCE GIVEN ON ACTIVE RUNWAYS
GOOD QUESTIONS
RESPONDENT SAID THERE SHOULD BE A QUESTION ABOUT REAL EMERGENCIES
TIME IS NOT AS IMPORTANT AS WIND DIRECTION IN DETERMINING THE TIME LAPSE BETWEEN DEPARTING

D5A
I'D LIKE A QUESTION TO BE ASKED CONCERNING HAVE YOU EVER BEEN DIRECTED BY GROUND CONTROL TO CHANGE OVER TO GROUND FREQUENCY PRIOR TO CLEARING ALL RUNWAY. I ALSO BELIEVE THAT THERE SHOULD BE A RECOMMENDATION THAT WHEN YOU ARE NEARING A DEPARTURE TO TURN ON TCAS SO THAT WE CAN MONITOR ALL AIRCRAFT ARRIVALS AND DEPARTURES, EVEN THOSE THAT CAN'T BE SEEN VISUALLY.
PLEASE ADD SOME QUESTIONS ABOUT SLEEP PROBLEMS WITH FLIGHT CREWS
IT WOULD BE BENEFICIAL TO ASK ABOUT LONGER STUDY PERIODS RATHER THAN JUST THE PRIOR 30 DAYS.
SHOULD BE MORE AVIATION ORIENTED. TCAS, AUTOMATION, POOR AIR TRAFFIC CONTROL ON WEEKENDS, NIGHTS AND HOLIDAYS. AIR TRAFFIC CONTROL GIVING TAXING INSTRUCTIONS WHEN YOU HAVE JUSTED LANDED AND YOU ARE ROLLING AT A HIGH SPEED TRYING TO STOP THE PLANE AND THEY WANT YOU TO WRITE SOMETHING DOWN AND STOP A PLANE AT THE SAME TIME. ONE CONTROLLER HANDLING TWO SIDES OF THE AIRPORT AND TWO DIFFERENT PLANES AT THE SAME TIME. RVSM-1,000 FT SEPARATION TO CUT DOWN ON SEPARATION ALERTS AND TCAS. USE TO HAVE 45 SECONDS TO REACT NOW WE ONLY HAVE 25 SECONDS TO
WE HAD A BAG MISMATCH AND WE HAD TO DIVERT AND OFF LOAD A BAG, THIS COMPROMISED SAFETY.
DOESN'T SEEM LIKE YOU'RE ASKING THE PROPER QUESTIONS ON SAFETY. THESE QUESTIONS DON'T APPLY TO LARGE COMPANIES - IT'S PRETTY WELL FINE TUNED THERE.
I'M HAPPY TO HELP.
FAVORITISM WITH CERTAIN AIR LINES LIKE IN CHICAGO DENVER AND TEXAS LIKE WITH [AIRLINE X AND OTHER AIRLINES] SOMETIMES PILOTS ARE GIVEN GIFTS
INCLUDE QUESTIONS ON PASSENGER DISTURBANCES WHICH DO NOT INCLUDE THE FLIGHT CREW LEAVING THE FLIGHT DECK, ALSO QUESTIONS REGARDING PASSENGER MEDICAL EMERGENCIES
THE PROBLEM OF PASSENGER RAGE COULD ALSO BE ADDRESSED.
QUESTIONS NOT OF APPROPRIATE TYPE FOR COMMERCIAL AIRCRAFT
IF MOST THINGS YOU ASKED HAD HAPPENED TO ME I WOULD HAVE HAD TO REPORT IT ,SO THE SURVEY SEEMS TO BE A WASTE OF TIME.
WANTS RESULTS
QUESTION SHOULD BE ASKED IN A DOUBLE FORMAT. EX, ASK LAST 60 DAYS AND THEN ASK WHAT HAS HAPPENED IN YOUR CAREER
SHOULD NAME THE AIRPORTS THAT ARE THE LEAST SAFE AND THE MOST SAFE BASED ON PILOT EXPERIENCES.
NEED TO GO BACK FURTHER THAN 60 DAYS
TIMEFRAME SHOULD BE EXPANDED. ALSO, 95% OF THE QUESTIONS AREN'T APPROPRIATE TO TODAY
THE NEW PLANES HAVE AIRCRAFT TYPE X. THE AIRCRAFT TYPE X AND AIRCRAFT TYPE X WERE DESIGNED FOR AIRCRAFT X. NOW THAT WE'RE DOWN TO AIRCRAFT X, THE WORK LOAD INCREASES. IT TAKES A LOT OF TIME AND CONCENTRATION TO REPROGRAM THE COMPUTER. ONE OF THE CREW MEMBERS IS FOCUSED ON THIS. WE CAN'T TAKE LAST MINUTE INSTRUCTIONS ON APPRAOCH WITHOUT THE POTENTIAL OF A VERY DANGEROUS
GOOD SURVEY
R SAID "I WOULD FEEL BETTER ABOUT THE SURVEY IF IT HAD WENT THROUGH MY UNION AND COMPANY."
QUESTIONS ARE NOT CONCLUSIVE
GOOD SURVEY
60 DAY LEAD TIME INFORMING PILOTS TO KEEP TRACK OF AIRTIME
SURVEY SHOULD COVER MORE THAN THE LAST 60 DAYS FOR THE QUESTIONS. THE SURVEY WOULD BE MORE VALID IF IT WENT BACK TO WITHIN THE LAST YEAR INSTEAD OF THE LAST 60 DAYS AND YOU WILL GET MORE YES'S
VERY THOROUGH SURVEY
R DIDN'T THINK THAT IS WAS GOOD. HE FELT THAT THE HIGHER UP'S DON'T KNOW WHAT IS NEEDED.
VERY COMPLETE
TO GET A FAIR ASSESSMENT OF PILOTS EXPERIENCES TIME FRAME NEEDS TO BE LENGTHENED
60 DAYS NOT ADEQUATE FOR PICKING UP EVENTS

D5A
LETTER FOR FUTURE SURVEYS SHOULD MENTION THAT PILOTS SHOULD UPDATE THEIR LOG BOOKS SO MORE ACCURATE INFO CAN BE GIVEN
THINKS ITS GREAT WE ARE DOING THIS
THIS SHOULD BE DONE EMAIL
FREQUENCY OF BLOCK PROBLEMS FROM ATC.
BETTER TO USE THE TELEPHONE RATHER THAN THE INTERNET FOR THIS STUDY. YOU WILL GET BETTER RESPONSES WITH ACTUAL HUMAN VOICE CONTACT.
ADRESS DRINKING AND FLYING
RESPONDENT SAID IN LOCATION X THERE ARE DIFFERENT TRANSITIONS GOING TO LOCATION X.
COULD HAVE BEEN ONLINE
QUESTIONS ALMOST TOO SPECIFIC, OTHER SOURCES FOR MANY SERIOUS INFRACTIONS. HAD TO DEAL WITH UNRULY PASSENGERS WITHOUT DIVERSION, PROBLEMS ARE MORE SUBTLE THAN SURVEY COVERS, MORE PEOPLE ISSUES INVOLVED THAN SURVEY ALLOWS FOR.
THE MEDIA CAN SCARE AND MISLEAD PEOPLE ABOUT FLYING.
WANTS A ESSAY TYPE FORUM FOR ANSWERING QUESTIONS MORE DEEPLY
CAN IT BE GIVEN OVER INTERNET
PILOT FATIGUE, FLYING ALL NIGHT MOST ACCIDENTS HAPPEN
R SAID IT'S VERY FLATTERING TO BE CHOSEN
WHY SUCH A SHORT TIME PERIOD?
GLAD NASA IS TAKING TIME TO DO THE SURVEY
SURPRISED OF THE LIMIT SURVEY...THINK 6 MMONTHS WOULD BE A GOOD WINDOW OF TIME.
I'M VERY APPRECIATIVE THAT NASA'S TAKING AN INTEREST IN THIS
I'M VERY MUCH AGAINST WHEN WE READ BACK A CLEARANCE AND WE DON'T READ BACK PROPERLY AND THE CONTROLLERS DON'T LISTEN PROPERLY, THE PILOT GETS BLAMED. I THINK THE CONTROLLERS SHOULD LISTEN AND READ BACK PROPERLY. IF THERE'S A PROBLEM THEY SHOULD BE BLAMED, NOT THE PILOT. THAT'S WHAT
WOULD LIKE TO BE SENT SOMETHING FOR HIS TIME
ALL INFORMATION IS SENT TO NASA ABOUT PROBLEMS
HOPE INFO IS MADE AVAILABE
THE ACCIDENT (NASA) REPORTING IS A GOOD SYSTEM. SHOULD BE PUT ON THE INTERNET SO THAT EVERYONE CAN LOOK AT IT. THERE ARE ALL KINDS OF ACCIDENTS THAT OCCUR AND YOU DON'T HEAR ABOUT IT UNLESS ITS THROUGH THE GRAPEVINE OR SEVERAL MONTHS LATER.
[LOCATION X]
THE TYPES OF EVENTS THAT YOU'RE ASKING ABOUT ARE RARE AND A 1 YEAR OR 18 MONTH WINDOW WOULD GIVE YOU MORE DATA. REGARDING THE QUESTION IN WHICH YOU ASK WHETHER YOU WERE GIVEN AN ATC CLEARANCE THAT THE PLANE COULD NOT COMPLY WITH BECAUSE OF PHYSICAL LIMITATIONS, YOU SHOULD ASK FOLLOW-UP QUESTIONS IF THE ANSWER IS YES BECAUSE IF ATC IS GIVING CLEARANCES THAT AIRPLANES PHYSICALLY CAN'T COMPLY WITH, IT CREATES AN EXTREMELY POTENTIALLY DANGEROUS SITUATION.
THE 60 DAY TIME FRAME SHOULD BE EXTENDED.
I THINK IT'S TERRIFIC AND I'M SURE THAT 30 DAYS IS MORE CONDUCIVE TO ACCURATE STATISTICS. I WISH THEY COULD HAVE A FORM AVAILABLE SO THAT WE COULD GET THIS INFO TO THE PEOPLE IN IMPORTANT PLACES ON AN ANNUAL BASIS.
MOST RECENT UNREQUESTED CLEARANCE CHANGE QUESTIONS TOOK ME (R) OUT OF THE RHYTHM OF THE PAST 30 DAYS QUESTIONS OF THE ENTIRE INTERVIEW. BROKE MY (R'S) CONCENTRATION AND FLOW.
I THINK ATC GENERALLY DOES A GOOD JOB, BUT AT TIMES THEY ARE VERY SHORT-HANDED.
THE WINDOW OF TIME MIGHT BE LONGER

D5A
QUESTIONS CONCERNING THE APPROACH CHANGE IS BASED ON THE PILOTS FREQUENCY INTO THE AIRPORT/ ASK ME A QUESTION ABOUT HOW FREQUENTLY I FLY INTO AIRPORT X
WHEN I FILE REPORTS FOR LOCATION X, I ALWAYS FILE NASA REPORTS, ALSO, I THINK ALL PILOTS SHOULD DO THIS AS A MATTER OF ROUTINE
LAST 60 DAYS IS VERY REPETITIVE. A LOT OF IT COULD BE DONE IN ABOUT 4 MINUTES.
INTERNET GREAT IDEA
RESPONDENT SAYS THE AIRLINE THAT HE FLYS HAS VERY FEW SAFETY AIRCRAFT X MECHANICAL PROBLEMS. THIS SHOULD BE STANDARD FOR ALL AIR CARRIERS.
I WAS SURPRISED YOU DIDN'T ASK ABOUT GO-AROUNDS WHICH ARE OCCURRING MORE FREQUENTLY. CONGESTION IS GETTING WORSE AND WEATHER DELAYS ARE GETTING WORSE. NOTHING HAS BEEN DONE TO ADDRESS THE CONGESTION PROBLEM.
GOOD SURVEY
RESPONDENT FEELS THE SURVEY SHOULD HAVE A TIME PERIOD OF 6 MONTHS
IF A PILOT THINKS HE IS ALREADY IN TROUBLE WITH THE FAA, I DOUBT HE WOULD RETURN OUR CALL. SO, I QUESTION THE ACCURACY OF THE SURVEY.
WHEN PEOPLE REVIEW SURVEY THEY WILL THINK IT'S MUCH SAFER THAN IT IS
TOWER FREQUENCY JAMMING AT LOCATION X IS SOMETHING PILOTS NEED TO BE AWARE OF AND BE PREPARED TO CHANGE FREQUENCIES.
YOU SHOULD INCLUDE QUESTIONS ABOUT FATIGUE
SHOULD GO BACK MORE THAN 60 DAYS BECAUSE I HAVE HAD A LOT MORE EVENTS THAT HAVE HAPPENED. I HAVE BEEN IN TRAINING FOR THE SUMMER, SO I DO NOT HAVE A LOT OF ENCOUNTERS TO DISCUSS.
QUESTION ON CONDITIONS AND OPERATIONS OF GROUND BASE NAVAIDES
THE DESIGN OF THE PROFILE DESCENTS--A LOT OF THEM ARE TOO STEEP--IF YOU SLOW DOWN IT EXTNEDS YOUR GLIDE FURTHER--IF THEY GIVE YOU A LOWER ALTIUTE AND SPEED, IT'S DIFFICULT. A LOT OF THE PROFILE DESCENTS REQUIRE THE USE OF SPEED BRAKES; THEY INVIARIABLY SL
RESPONDENT SAID INTERVIEW GENERAL AVIATION PILIOTS.
DIFFERENT VERSIONS FOR DOMESTIC AND INTERNATIONAL, SINCE INTERNATIONAL PILOTS FLY MANY FEWER
AIRTIME FOR SURVEY SHOULD BE LONGER THAN 60 DAYS. SUGGESTS THE TIME FRAME IS AT LEAST 12 MONTHS. HE SAID HE WOULDN'T HAVE PROBLEMS WITH RECSALL FOR THST PERIOD OF TIME. HE APPRECIATES THE TIME GIVEN FOR HIS COMMENTS, BUT THINKS THERE SHOULD BE MORE PLAC
COMMUNICATION IS TOUGH IN INTERNATIONAL FLIGHTS DURING COMMUNICATION. THERE ARE BLACKOUTS ON THE FREQUENCIES ESPECIALLY IN LOCATION X.
SHOULD BE LONGER PERIOD OF RECALL
MANY UNNECESSARY QUESTIONS SHOULD ASK ABOUT INSTRUCTIONS CREATING A CONFLICT
REALLY DON'T UNDERSTAND WHAT THE SURVEY IS SUPPOSED TO DO
WANTS COPY OF RESULTS
30 DAYS ARE NOT ENOUGH TIME FOR THESE EVENTS TO OCCUR.
A LOT OF WHAT'S GOING ON IS ATC DELAYS AND OFF COURSE VECTORS. AFTER EVENT X THE TRAFFIC DROPPED SIGNIFICANTLY AND ANOTHER PLANE GOING INTO LOCATION X WAS HELD UP FOR SEEMINGLY NO REASON. IT WAS BEAUTIFUL WEATHER AND ATC STILL PUTS PLANES IN A HOLDING PATTERN. WHY WHEN THERE'S NO
SUPPORT CONCEPT OF THE SURVEY TO EXPRESS CONCERNS
TOO MUCH REPETITION, COULD HAVE BEEN QUICKER
PLEASED WE ARE DOING THIS SURVEY--IMPRESSED WITH US
TIMELY INFORMATION ON TFR (TEMPORARY FLIGHT RESTRICTIONS).
TO MANY RULES THAT ARE NOT ALWAYS CLEAR. RULES ARE DESIGNED BY LAWYERS AND VERY HARD TO UNDERSTAND. PILOTS NEED TO HELP DESIGN RULES.

D5A
FEELS 60-DAY TIMEFRAME INADEQUATELY REFLECTS ACTUAL SITUATION. THEREFORE, RESULTS WON'T BE MEANINGFUL. NEED TO LOOK AT LONGER TIMEFRAME, EG. 6 MONTHS - 1YEAR.
COULD EXPAND ON SOME OF THE QUESTIONS, COULD USE SOME ANSWERS THAT ARE NOT DEFINED AS YES OR NO STRICTLY
NEED TO INCLUDE MORE THAN 60 DAYS
QUESTIONS ARE DESIGNED FOR COMMERCIAL MORE THAN CORPORATE OPERATORS.
LITTLE MARGIN FOR ERROR IN NOISE ABATEMENT APPROACHES
PERSON WHO WROTE SURVEY NEED TO EXPAND TIME FRAME.
EXPANDING TIMEFRAME TO 90 DAYS
ATC IS DOING A GOOD JOB/ EVEN THOUGH TIMES GET FRUSTRATING. OTHER COUNTRIES SHOULD BE ABLE TO SPEAK ENGLISH.
R WANTED TO SAY ALL OF THE INCIDENCES HAPPENED IN A [FOREIGN LOCATION]
RADIO CONGESTION HAS LEAD TO MISCOMMUNICATION, RADIO CONGESTION IS BECOMING OVERWHELMING AND RESPONDENT FELT IT COULD LEAD TO FURTHER PROBLEMS.
I THOUGHT YOU WOULD HAVE MORE QUESTIONS.
MAYBE YOU COULD GO BACK A LITTLE FARTHER, LIKE 90 DAYS TO GIVE A BETTER PICTURE.
TIMEFRAME OF SURVEY TOO SHORT, NEED A MUCH LONGER PERIOD - 1 TO 2 YEARS TO CAPTURE MOST EVENTS COVERED IN THIS SURVEY.
THESE STUDY QUESTIONS NEED TO BE LESS ALL- INCLUSIVE---- TOO MANY CATEGORIES ARE BEING GROUPED TOGETHER.
R SUGGESTED THAT FUTURE SURVEYS BE DONE ON-LINE.
PERHAPS THE TIMESPAN COULD BE LONGER.
IF A PILOT ANSWER YES TO THREE QUESTIONS OR MORE THEY WILL HAVE SOME PROBLEMS AT WORK.
EMPHASIS MORE ON TRAFFIC CONGESTION
YOU WANT US TO INVESTIGATE PILOT SLEEP CYCLES AND CREW REST AND CIRCADIAN RHYTHM IMPACT EXTRA FLYING HAS ON PILOT. HE FLYS COMPANY X. WANTS US TO STUDY THE CUMILATIVE EFFECTS OF FATIGUE AND SHIFT CHANGES.
I HOPE THAT THERE'S A PURPOSE A SOLUTION
I'M THE WRONG GUY IT'S SKEWING THE RESULTS
[AT AIRPORT X] WHEN YOU'RE CLEARING THE RUNWAY, THE TOWER IS GIVING A BUNCH OF INSTRUCTIONS AND WANTS IMMEDIATE FEEDBACK WHEN THE PILOT AND CO-PILOT ARE CHANGING THE CONTROLS--THIS ISN'T GOOD PRACTICE.
SHOULD COVER MORE THAN 60 DAYS
60 DAY TIME PERIOD IS TOO SHORT A MEASURING STICK.
GOOD WORK
LACK OF ENOUGH RUNWAY (NEED MORE CONCRETE)
THE QUESTIONS ARE VERY WELL WORDED. IT WAS EASY TO COME UP WITH THE ANSWERS.
GOOD SURVEY
GOOD QUESTIONS
THE SURVEY COULD BE DONE ON THE INTERNET
60 DAYS IS NOT LONG ENOUGH FOR A SURVEY
I EXPECTED IT TO BE A LITTLE MORE EXPANDED AS IT RELATES TO ATC GOING INTO CONGESTED AIR SPACE.
FLYING FATIGUE: FAA SAYS WE NEED 8 HOUR REST PERIOD. BUT NIGHT TIME CARGO OPERATORS ARE FLYING, CONSTANTLY. YOU MAY BE ON CREW REST FROM 2 UNTIL 10 AFTER FLYING ALL NIGHT THEN YOU GET A TRIP THAT STARTS AT 10 AND YOU HAVE A 16 HOUR DAY AHEAD OF YOU. THIS IS NOT SAFE FROM A SAFETY STANDPOINT. THERE SHOULD BE MORE QUESTIONS ABOUT FATIGUE. AND THIS RULE NEEDS TO BE

D5A
IT WAS VERY WAS GOOD.
NEEDS TIME AFTER FLIGHTS TO SIT DOWN AND WRITE DOWN PERSONALIZED COMMENTS ABOUT FUTURE
PUBLISH THE RESULTS WHERE PILOTS WILL SEE THEM.
IT'S A GOOD SURVEY.
SURVEY JUST CONDUCTED; MAY BE BETTER WAYS TO GAIN CONCRETE DATA TO IMPROVE SAFETY IN THE INDUSTRY OTHER THAN THROUGH THIS MEANS.
PROBLEM; SIMILAR CALL SIGNS PARTICULARLY WITHIN THE SAME COMPANY. THIS CAUSES EASY MISTAKES FOR CONTROLLERS AND PILOTS.
INC. INTERNAT'L ISSUES SUCH AS FOREIGH ATC-LANG. & PROCEDURES
D3 CONTINUED: OPERATING MULTIPLE FREQUENCIES BY 1 CONTROLLER LEDS TO ATC'S FRUSTRATION AND COMMUNICATION BEING SHUT DOWN. THIRDLY, I WOULD LIKE TO SEE ADSB (SAFETY SYSTEM) IMPLEMENTED.
SEND SURVEY VIA E-MAIL. IT GIVES THE PERSON AN OPPORTUNITY TO THINK ABOUT THE ANSWER. PROBABLY WON'T GET AS MANY RESPONSES.
GREAT-- COMPLETE.
SURVEY SHOULD COVER AT LEAST 6-MONTHS.
AIRPORT X NOTORIOUS FOR CHANGING RUNWAYS
AT AIRPORT X, DON'T LET THE LANDING AIRCRAFT FLY ANY FASTER THAN 200 AND MANY OF THE PROBLEMS WILL BE SOLVED.
CHOOSE A DIFFERENT NAME BESIDES LOCATION X
VXVXV
IT WAS A PLEASURE.
I HOPE MY ANSWERS DO SOME GOOD.
60 DAY LIMIT IS SUCH A SMALL WINDOW NOT SURE IT GIVE ACCURATE REPRESENTATION.
GLAD SURVEY IS BEING CONDUCTED
EXTEND BEYOND THE 60-DAY PERIOD, AT LEAST A YEAR.
WOULD LIKE AT LEAST A 6 MONTH TIMEFRAME. NASA DOES A GOOD JOB, WE'RE GLAD TO HAVE YOU TO MEDIATE REGARDING THE FAA & NTSB
LIMITED PERIOD OF TIME 60 DAYS
THE SURVEY SHOULD BE WITHIN THE LAST YEAR INSTEAD OF LAST 90 DAYS
A LOT OF ACCIDENTS ARE FATIGUE RELATED
WOULD LIKE THIS ON INTERNET
NEED TO THE EXPAND THE SURVEY TO FLIGHT ATTENDENTS
DOING THE SURVEY ON THE INTERNET WOULD BE BETTER SINCE IT IS ALMOST IMPOSSIBLE ON THE PHONE WITH THE KIDS AT HOME. (R CALLED FROM BOSTON ON A LAY OVER.)
SOME FULL OPENED INTERVIEWS WITH PILOTS SHOULD BE CONDUCTED.
I THINK IT IS TERRIFIC. EVERYTHING IS GOING ALONG VERY SMOOTHLY RIGHT NOW WITH A FEW EXCEPTIONS.
THE 30 DAY SURVEY PERIOD IS TOO SMALL-SOME OF THE INCIDENTS THAT YOU MENTIONED WILL ONLY OCCUR ONCE IN A CAREER-LET ALONE IN THE PAST 30 DAYS.
I APPRICIATE WHAT YOU ARE DOING AND I'M GLAD THAT SOMEONE IS INTERESTED IN WHAT IS GOING ON
INCLUDE REST AND DUTY TIME REQUIREMENTS IN IT
SATURATION OF FLIGHTWAYS
SEEMS LIKE IT'S FISHING FOR THE REALLY BIG STUFF. THE LITTLE THINGS ARE MORE IMPORTANT, LIKE PERSONALITY CONFLICTS, LEVEL OF COMPLACENCY.
WHEN THERE'S BAD WEATHER AND YOU'RE GETTING REROUTES FROM ATC, THE SYSTEM BOGS DOWN. THIS NEEDS TO BE LOOKED INTO AND MADE MORE EFFICIENT.

D5A
DEPARTURE CONTROLS, COMMUNICATION PROBLEMS IN THE TOWER, TOO BUSY TALKING THAT YOUR'E NOT ABLE TO GET A WORD IN ABOUT WEATHER AND CLEARANCE. OVERLOAD IN THE SYSTEM PARTICULARLY WITH WEATHER CLEARANCES.
VERY GOOD SURVEY!
SMALLER AIRCRAFTS NEEDS MORE INFORMATION FOR TEMPERATURE CONTROL
PILOT SAID SEEMS LIKE INTERVIEW COULD BE DONE ONLINE
IT COULD BE EVEN A LITTLE MORE IN DEPTH--THE 3 DEVIATION INSTANCES ONLY ASKED ABOUT THE MOST RECENT CLEARANCE CHANGES, AND I THINK YOU SHOULD ASK ABOUT ALL OF THEM, NOT JUST THE MOST
NEED THIRD CATAGORY VERSUS YES OR NO
RESPONDENT SAID PILIOTS SHOULD HAVE ACCESS TO THE QUESTIONS, BEFORE DOING THE SURVEY
NOT SURE WHAT THEY WERE TRYING TO ACCOMPLISH WITH SOME OF THE QUESTIONS. SOME QUESTIONS WERE A HIT. AIRPORT SYSTEMS HAS BECOME OVERLY CRITICAL. NEED BETTER AIRPORTS AND SYSTEMS TO DIRECT THE PLANES. OVERWHELMING DISTRACTIONS ARE TAKEN ON IN THE COCKPITS. WE SHOULD NOT HAVE TO HAVE A DROP OF BLOOD BEFORE WE CAN HOPE FOR BETTER CHANGES.
USING THE INTERNET WOULD BE A BETTER IDEA
R SUGGEST THAT INSTEAD OF THE QUESTIONS IT SHOULD BE MORE OF AN INTERVIEW OF THE PILOTS ,THAT WAY YOU WOULD GET BETTER DATA.
MORE ABOUT ATC RADIO COMMUNICATION
R WANTS TO KNOW IF NASA HAS COMMUNICATED WITH AIR CARRIER X ASAP TEAM? THEY HAVE A LARGE AMOUNT OF AVIATION SAFETY DATA COMPILED BY THAT BODY.
FAA POLICY HAS A LOT 0F CONFLICT BETWEEN REGION AND INDIVIDUAL AIRPORT SECURITY, ALSO 90 DAYS IS NOT AN ADEQUATE TIME FRAME TO ASK THESE QUESTIONS. YOU SHOULD QUESTION PILOTS ON THEIR EXPERIENCE THROUGH THEIR CAREER.
SURVEY WAS GOOD-EXCELLENT
YOU COVERED EVERYTHING AND IF YOU GO BACK EVEN 1 YEAR YOU MAY PICK UP MORE.
THINKS IT IS VERY APPROPRIATE AND HOPES THAT THE SURVEY, FLIGHT REPORTS AND OTHER INSTRUMENTS WILL INDEED HELP TO IMPROVE SAFETY. ESPECIALLY APPRECIATES SUCH MEASURES THAT ARE NOT PUNITIVE IN
I'M GLAD YOU'RE DOING THIS.
ANOTHER SAFETY PROBLEM--EVERY NOW AND THEN YOU'LL GET A CONTROLLER WHO HAS AN ATTITUDE WHEN A MEMBER OF THE FLIGHT CREW ASKS HIM TO REPEAT DIRECTIONS. BECAUSE OF THIS ATTITUDE, THE CREW MEMBER MIGHT NOT ASK HIM FURTHER QUESTIONS AND THIS COULD AFFECT SAFETY.
YOU GUYS ARE DOING A GREAT JOB!
SURVEY IS VERY GOOD,HOWEVER I'M VERY CONCERNED ABOUT WHAT'S GOING ON. WE ARE TAUGHT TO EFFECTIVELY DECEIVE THE PASSENGERS TELLING THEM THAT EVERYTHING IS SAFE, KNOWING IT'S NOT. CONGRESS AND THE SENATE SHOULD BE ALLOWED TO PICK 12 PILOTS FROM ANY COMPANY, PUT HOOD OVER THEIR HEADS AND ALLOW THEM TO TESTIFY ABOUT THE LIES WE ARE INSTRUCTED TO TELL THE PASSENGERS
SHOULD BE EXTENDED FROM 6 MONTHS.
60 DAY RECALL- SHOULD BE EXPANDED
SURVEY DOES NOT ADDRESS PROBLEM AREAS SUCH AS ATC TOWER PROCEDURES.
ADD QUESTIONS ABOUT CRM (COCKPIT RESOURCE MANAGEMENT)
INFORMATION AS ASKED WILL GIVE INACCURATE INFORMATION
NEED TO FOCUS ON PIVOTAL SAFETY ISSUES

D5A
THE SCRUTINY THAT PILOTS AND OTHER CREW MEMBERS RECEIVE GOING THROUGH SECURITY CAN OCCUR AS MUCH AS SEVERAL TIMES A DAY. WE'RE TAKEN BEHIND SCREENS TO BE SEARCHED AND WANDED, AND BY THE TIME THE PILOT GETS ONTO THE FLIGHT, HE CAN BE VERY FRAZZLED AND NOT IN A GOOD MIND-SET TO FLY THE PLANE. IT WOULD ALSO BE HELPFUL TO LOOK INTO FLIGHT AND DUTY TIME REGULATIONS, PARTICULARLY FOR AIR CARGO PILOTS.
IMPORTANT PART OF SURVEY WILL BE GIVING FEEDBACK TO THE AIRCREWS.
SOME QUESTIONS WON'T BE ANSWERED TRUTHFULLY--RUN OFF RUNWAY FOR EXAMPLE.
DIDN'T FEEL 60 DAYS WAS ENOUGH TIME. MAYBE WE COULD PUT IN A GENERAL SECTION TO TAKE A LOOK AT WHAT HAPPENED IN A CAREER.
AT BEGINNING OF SURVEY THERE SHOULD BE A QUESTION OR RESPONSE CODE FOR INTERVIEWERS TO USE WHEN QUESTIONS ARE ASKED THAT THE PILOT FEELS IS AMBIGUOUS. IT WOULD BE EASIER FOR PILOTS AND INTERVIEWERS TO REMEMBER WHAT QUESTIONS THEY HAVE COMMENTS ON THROUGH OUT THE SURVEY
MANY SAFETY RELATED QUESTIONS ARE REPORTABLE TO FAA. WHY NOT GO FOR PROBLEMS NOT REPORTABLE?
60 DAYS MAY NOT BE LONG ENOUGH TIME PERIOD
WONDERFUL SURVEY
THIS IS THE SECOND TIME I HAVE DONE THIS SURVEY AND I DON'T WANT TO DO IT AGAIN. SO PLEASE DON'T CALL ME!
SHOULD NOT BE LIMITED TO 60 DAYS
NONE
SHOULDN'T HAVE TO ASK SO MANY SPECIFICS
ENGINE FAILURE QUESTIONS HAPPEN SO INFREQUENTLY THAT THEY SHOULD BE ASKED ABOUT IN YOUR TOTAL CAREER
ARE WE DOING A STUDY ON CREWREST
PREPHAPS UNRELATED, BUT FEELS SINCE ENGLISH IS THE INTERNATIONAL LANGUAGE OF CHOICE, THERE IS NEED TO ENSURE ATC ARE WELL VERSED IN THE LANGUAGE.
I APPRECIATE BEING PART OF IT & HAPPY TO COOPERATE.
SURVEY IS REDUNDANT BECAUSE PILOTS SEND IN NASA REPORT ON INCIDENTS
TIME PERIOD NEEDS TO BE INCREASED TO AT LEAST 6 MONTHS
JUST THE FUNDING - GOOD VALUE FOR THE DOLLARS
A 60 DAY WINDOW IS A BIT NARROW. A NET OF 120 TO 180 WOULD BE BETTER IF YOU'RE LOOKING FOR DEVIATIONS FROM THE NORMAL.
JUST OUGHT TO INCLUDE FATIGUE AND REST
THE SURVEY ASKED ABOUT WEATHER REPORTING, WITH REGARD TO AN ATIS, BUT IN FACT WE GOT EVENT X WHEN THERE WAS NO CONVECTIVE WEATHER REPORTS, THE FIELD INTO WHICH WE WERE FLYING IS ONLY SERVED WITH AN SYSTEM X.
YOU'RE DEALING WITH 1/2 OF THE PROBELM BUT THE FAA IS STILL DEALING WITH A 1940'S ANTIQUATED SYSTEM AND THE FAA SIMPLY DOESN'T HAVE A CLUE NOR ARE THEY DEVELOPING NEW SYSTEMS
THE TAKE-OFF TIME AND SPACING BETWEEN HEAVY AIRCRAFT MUST BE INCREASED OR WE WILL HAVE MORE INCIDENTS SIMILAR TO EVENT X.
DON'T LET NASA REPORTS GO AWAY!!
I'M VERY HAPPPY THAT YOU'RE DOING THE STUDY AND THAT HAPPY THAT I WAS SELECTED
LETTER SHOULD HAVE SAID TO REVIEW THE LAST 60 DAYS SO THAT I COULD BE MORE PREPARED AND ACCURATED EX # LEGS ETC
THE DATES SHOULD GO BACK MORE THAN 60 DAYS.
QUESTIONS BLACK AND WHITE, WHICH IS GOOD. QUESTIONS ARE GOOD.

D5A
IN THE LAST SIX MONTHS POST OFFICE SHIPPED ITEM X BY PRIORITY MAIL ITEM X WITH ITEM X IN IT. AIRLINES ARE NOT ALLOWED TO CHECK POST OFFICE SHIPMENT.
SHOULD BE POSTED ON THE INTERNET, THAT IS THE SURVEY SHOULD BE AVAILABLE FOR COMPLETION BY
DO IT ON THE INTERNET
JUST KEEP UP THE GOOD WORK!
R WOULD LIKE TO HELP IN FORMULATING THE QUESTIONS.
RECALLING THE LAST 60 DAYS WITHOUT LOG BOOK IS DIFFICULT
I THINK NASA IS MISSING OUT ON A GOLDEN OPPORTUNITY TO FIND OUT HOW THE OTHER HALF OF THE FLYING WORLD IS DOING BY LIMITING THE TIME FRAME TO 60 DAYS. CHARTER AND CORPORATE PILOTS ARE GOING INTO THE VERY ENVIRONMENTS THAT ARE LIKELY TO RESULT IN AIRCRAFT INCIDENTS. MORE SO THAN THE LARGE COMMERCIAL AIRLINE PILOTS.
PILOT FEELS THAT IF THE SURVEY IS MAILED TO PILOTS YOU WOULD GET MORE ACCURATE ANWERS, BECAUSE THEY WOULD JUST HAVE TO CHECK BOXES.
I AM CURIOUS ON WHAT YOU ARE TRYING TO MEASURE.
GOOD JOB!
I ALSO TEACH [AT UNIVERSITY X]. [REDACTED BECAUSE OF POSSIBLE IMPLICIT ID.]
NEED TO DO FURTHER BACK, MAYBE 5 YEARS. I WOULD HAVE POSITIVE ANSWERS INSTEAD OF NEGATIVE.
TO FREELANCE MORE WITH QUESTIONS....WILL EVEN ACCEPT EMAILED SURVEYS.
GOOD SURVEY
QUESTIONS SHOULD BE SEPARATED BETWEEN INTERNATIONAL AND DOMESTIC BECAUSE ANSWERS MAY VARY
FIRM SUPPORTER OF THE NASA PROGRAM
THERE ARE MANY PILOTS THAT DO NOT USE PROPER COMMUNIATIONS. THE ATC RARELY GIVES WRONG COMMANDS AND RARELY DO THEY USE INCORRECT TEMINOLOGY. HOWEVER, PILOTS NEED TO BE CLEAR AND SPECIFIC WHEN THEY COMMUNICATE WITH THE ATC.
PILOT FATIGUE IS UNDOUBTEDLY THE MOST PREDOMINANT CONCERN IN AVIATION SAFETY AMONG PILOTS; THEY'RE SURPRISING THAT THIS SURVEY DOES NOT ADDRESS THIS ISSUE. SUGGESTS THAT A SPECIAL STUDY, INVOLVING PILOTS, AIRLINE MANAGEMENT, ET AL, BE DONE TO LOOK INTO ALL ASPECTS OF THIS PILOT FATIGUE AS SOON AS POSSIBLE.
THE AIRLINE SAFETY BILL THAT WENT TO CONGRESS ISN'T RESTRICTIVE ENOUGH. I AM CONCERNED ABOUT BAGGAGE, WHICH IS NOT SCRUTINIZED ENOUGH BEFORE BEING PUT IN THE CARGO HOLD. IDEALLY, I'D LIKE TO SEE THAT ALL BAGGAGE WOULD BE TRANSPORTED ON A SEPARATE CARGO FLIGHT
I'M GLAD I HAD A CHANCE TO PARTICIPATE.
R THANKS THE INTERVIEWER FOR DO SUCH A PERFESSIONAL JOB
RATHER THAN YES OR NO QUESTIONS, A BRIEF SCENARIO WOULD ALSO BE HELPFUL.
IF ALL CONTROLLERS MODELED APPROACHES AFTER LOCATION X, ALL WOULD GO BETTTER. LOCATION X IS THE MODEL FOR SUCCESS.
PREVIOUS INTERVIEWER NOT UNDERSTANDABLE
BIGGEST AREA OF CONCERN IS THE ATC COMMUNICATION DATA LINK FROM CONTROLLER TO COCKPIT WOULD BE GREATEST ENHANCEMENT WE COULD PERSUE RIGHT NOW
STANDARD PASSENGER WEIGHTS AND CARGO WEIGHTS FOR TURBO PROP AIRCRAFTS SHOULD BE TIGHTEN UP
WELL-DONE
BETTER TO FILL OUT ANONYAMOUS SURVEY AND MAIL IT BACK IN
GOOD SURVEY
LONGER SURVEY WINDOW WOULD BRING UP MORE INCIDENTS
MORE QUESTIONS NEEDED TO ADDRESS INTERNATIONAL FLYING.

D5A
WORTHLESS AND YOU WASTED 20 MINUTES OF MY TIME BECAUSE IF I REALLY DID ALL OF THESE THINGS THAT THEY ARE ASKING THEN THE FAA WOULD BE ALL OVER ME.
SAYS SURVEYED MORE THAN ONCE
I THINK THE 90 DAY WINDOW WAS RIDICULOUS. A YEAR WOULD BE BETTER.
SURVEY SHOULD GO BACK FARTHER THAN 60 DAYS
A VERY GOOD SURVEY
,
APPRECIATES THE OPPORTUNITY TO PARTICIPATE
MAJORITY OF THE QUESTIONS DON'T APPLY TO EVERYDAY PROBLEMS, THAT'S WHY YOU HAVE A LOT OF AUTOMATIC "NO'S". THERE'S VERY LITTLE THAT HAPPENS IN EVERYDAY FLYING
TIMEFRAME TOO SHORT TO ADEQUATELY CAPTURE MOST OF THE EVENTS MENTIONED - SUGGEST 6 - 12 MONTHS INSTEAD.
IT ALL HAS TO DO WITH THE TRAFFIC ROUTES AND THE AMOUNT OF TRAFFIC IN THE AIR.
INFORMATION WILL BE VERY HELPFUL
SIXTY DAYS IS TOO ODD A TIME PERIOD TO BE ASKING ABOUT-IT IS HARD TO REMEMBER OCCURRENCES OF THE PAST SIXTY DAYS.
WE'D SURE LIKE TO SEE SOME KIND OF CHANGE WHEN IT COMES TO CREW DUTY DAYS AND THE FAA JUST DRAGS AND DRAGS, AND DRAGS!
COULD DO IT ON INTERNET
SHOULD BE MORE SURVEYS ASKING THESE TYPES OF QUESTIONS,FIRST TIME IN MY [MANY] YEARS OF FLYING I'VE HAD THE OPPORTUNITY TO DO THIS TYPE OF SURVEY.
WEB SURVEY. NEED PLACE FOR FREE FORM INPUT FOR GREATER EXPANSION
TRY GOING BACK MORE THAN 60 DAYS IN OTHER SURVEYS, YOU'LL GET BETTER DATA FOR SURVEY
WOULD BE INTERESTED IN A STUDY THAT GETS THE PILOTS' OPINIONS ON AIRFIELD CONGESTION AND AIRCRAFT SPACING ON FINAL APPROACH.
LONGER PERIOD OF TIME WOULD PRESENT A CLEARER PICTURE OF AVIATION SYSTEM SAFETY
60 DAYS NOT A LOT OF TIME, SHOULD GO BACK A YEAR TO GET MORE INCIDENTS
FLYING TIME HAS BEEN CURTAILED SINCE 9/11 FOR MANY OF US , THIS HAS AFFECTED NUMBER OF SAFETY INCIDENCES IN TIME PERIOD FOR SURVEY
BECAUSE OF THE FINANICAL CONSIDERATION OF THE INDUSTRY, SAFETY IS BEING DEMINISHED TO THE BOTTOM LINE TO SEE WHAT SAFETY WILL BE. THE BOUNDARIES ARE BEING PUSHED TO THE BOTTOM LINE.
RESPONDENT FLIES MOSTLY INTERNATIONALLY AND SAYS THE TAXIWAYS ARE VERY CONFUSING. BIG DIFFERENCES FLYING INTERNATIONALLY THAN DOMESTICALLY.
VERY PLEASED WITH INTERVIEW
R SAID HE WOUULD LIKE A COPY OF THE RESULTS.
I JUST WISH THEY'D LET ME CARRY A GUN IN THE COCKPIT. THE TAXIING INSTRUCTIONS AT [AIRPORT X] ARE RIDICULOUS-- THERE'S SO MUCH YAPPING AND YOU CAN'T REPEAT ANYTHING. THE CONTROLLER YAPS NON-STOP AND YOU HAVE TO WRITE IT DOWN AND GO--THEY WON'T WAIT FOR YOU OR GIVE A RESPONSE.
IT WOULD BE NICER IF WHEN YOU CALL,CALLER ID WOULD SAY N A S A ,EVEN THOUGH YOU DID SEND LETTER.
NEED MORE TIME TO PREPARE FOR THE SURVEY
WE'RE DOING A GOOD JOB PER R
WE SHOULD PUT THIS ON THE INTERNET
DOESN'T GO BACK VERY FAR. A LOT OF PEOPLE ARE PUTTING IN SAFETY REPORTS BUT YOU NEED TO CHANGE THE TIME FRAME
NASA NEEDS TO GET SERIOUS ABOUT LOOKING INTO CREW, FLIGHT, AND DUTY TIME. THERE ARE EXISTING ISSUES OF FATIGUE IN COMMERCIAL FLYING REGARDING THE CREW. SUPPLEMENTAL INTERNATIONAL DUTY

D5A
FEELS 60 DAYS IS TOO SHORT, COULD LOSE RELEVANT EVENTS HAPPENING IN LONGER TIMEFRAME OF 90 -120
THE QUESTIONS WERE EXCELLENT!
I THINK THE SURVEY IS A GOOD IDEA BUT THE TIME PERIOD SHOULD BE LONGER
INTERNET SURVEY
WHY IS T CAS NOT REQUIRED IN CARGO CARRYING OPERATIONS
SURVEY SHOULD GO BACK MORE THAN 60 DAYS. SHOULD GO 1 YEAR.
GOOD SURVEY IF YOU NEED HELP ON FUTURE SURVEYS PLEASE RECRUIT ME, I WOULDN'T MIND VOLUNTEERING MY TIME AND SERVICES
NEED TO FOCUS ON ATC
IT HAS BEEN A PLEASURE HELPING OUT
I THINK IT'S GOOD....I'VE BEEN FLYING FOR 27YEARS.
SOME OF THE QUESTIONS WERE NOT CUT AND DRY
LONGER PERIOD THAN 60 DAYS
TERROR THAT MANAGEMENT INFLICTS ON ITS WORKERS.
SAFETY ISSUES NEED TO INCLUDE ARMING PILOTS WITH SUPER STUN GUNS AND NOT GUNS WITH BULLETS THAT COULD PENETRATE THE WALLS OF THE AIRCRAFT AND CAUSE DAMAGE. ALL BAGGAGE CHECKED SHOULD BE X-RAYED TO PREVENT BOMBS BEING STORED IN THE CARGO HOLD.
THIS QUESTION WAS POORLY WORDED. IT'S THREE QUESTIONS IN 1.
RECALL TIME SHOULD BE 6 MONTHS, 60 DAYS IS NOT LONG ENOUGH. HE IS CONCERNED THAT WE GOT A LOT OF ZERO'S
SHOULD BE LONGER THAN 60 DAYS
R SAID IT WOULD BE MUCH EASIER IF FOR PANEL WE WOULD START OFF BY ASKING HAS THEIR BEEN ANY CHANGES SINCE LAST INTERVIEW, AND JUST ASK QUESTIONS FOR THE THINGS THAT HAS CHANGED.
I THINK THE SURVEY IS GREAT
EXPAND TIMEFRAME TO OVER 60 DAYS
A TWO (2) MONTH WINDOW ABOUT THIS SURVEY IS A PRETTY NARROW WINDOW.
THE QUESTIONS SEEMED TO POINT TO A SPEED CLEARANCE CHANGE BEING AN ABNORMAL OCCURRENCE. IN LOCATION X IT IS VERY COMMON TO HAVE SPEED CHANGES.
IN ORDER TO MAKE SURVEY MORE ACCURATE YOU NEED TO NOT PUT A TIME FRAME ON THE QUESTIONS. OVER THE COURSE OF YOUR CAREER.
THE MONIES FOR THE FAA NEED TO BE SPENT AND NOT HELD UP IN CONGRESS
TCAS HAS BEEN A GOOD THING, PARTICULARLY GOING INTO 3RD WORLD COUNTRIES.
WHAT ARE YOU TRYING TO FIND OUT? OUR COMMUNICATIONS OVER THE OCEAN ARE DISMAL AND ANNOYING.
PRETTY THOROUGH SURVEY
SHOULD GO BACK MORE THAN 30 DAYS
PERSONAL ISSUES WHICH MAY AFFECT SAFTEY ISSUES, SENORITY ISSUES, MEDICAL ISSUES, CRM COCKPIT RESOURCES MANAGEMENT (TEAMWORK, LEADERSHIP ISSUES, COMMUNICATION AND COCKPIT INTERACTION
GOOD THAT PEOPLE CARE
TRY ASKING THE QUESTION, WHAT IS THE DIFFERECE BETWEEN A TWO MAN COCKPIT AND A THREE MAN COCKPIT AS FAR AS SAFETY IS CONCERNED.
QUESTION IC1 ,UNREQUESTED SPEED CHANGES ARE EXTREMELY COMMON OR NORMAL, I DON'T KNOW WHERE THEY ARE COMIMG FROM WITH THIS QUESTION
PISTOLS FOR PILOTS AND PLANES NEED TCAS
GOOD SURVEY
USING THE INTERNET WOULD BE BETTER - I WOULD HAVE MORE TIME TO THINK ABOUT THESE QUESTIONS.
VERY GOOD SURVEY

D5A
NOT MUCH HAPPENED IN THE LAST 60 DAYS
60 DAY TIME FRAME IS NOT LONG ENOUGH TIME TO GET ACCURATE DATA
LIKES IT AND SAYS TO KEEP DOING IT
THIS SEEMS LIKE A GOOD IDEA.
THINKS THIS A GREAT SURVEY AND FOR NASA TO KEEP UP THE GOOD WORK.
90 IS TOO SMALL A SNAPSHOT OF YEARS OF FLYING.
ASK ABOUT CHANGES, ESP. AIRSPEED, OUTSIDE 10 MILES OF THE RUNWAY
THERE ARE MANY WAYS OF INTERPRETING SOME OF THE QUESTIONS IN THIS SURVEY-VERY SUBJECTIVE
R WOULD LIKE TO BE AN ASTRONAUT. GIVE HIM A CALL.
TO CONTINUE THE SURVEY
FREIGHT HAULERS ARE IN DANGER OF LOSING THEIR JUMP SEAT PRIVILEGES. ON PASSENGER CARRIERS, BECAUSE OF A NEW RULE FAA BARING OFFLINE PILOT IN THE COCKPIT NEEDS A SOLUTION. CAUSES MORE UNSAFE SITUATIONS. ALSO, LIMITS THE ABILITY OF FREIGHT PILOTS TO GET BACK HOME FROM THEIR JOBS. ALSO, THIS PERSON COULD HELP TO DEFEND AGAINST A COCKPIT INTRUDER. THEY ARE ALSO A THIRD SET OF EYES TO WATCH TRAFFIC, ALSO A THIRD PAIR OF EARS. AND, LASTLY, THEY ARE A THIRD BRAIN TO USE IN CASE OF AN EMERGENCY. THEY SHOULD COME UP WITH SOME TYPE OF COMPUTERIZED ID SYSTEM.
RESPONDENT FEELS TIMEFRAME IS TOO SHORT TO CAPTURE MORE ACCURATELY WHAT IS GOING ON. HE HAS,FOR EXAMPLE, EXPERIENCED QUITE A FEW OF THE THINGS MENTIONED, BUT NOT IN THE LAST 60 DAYS. THINKS TIMEFRAME SHOULD BE EXTENDED TO 6 MONTHS OR A YEAR; REALIZES THAT RECALL COULD BE A FACTOR, BUT FEELS LONGER TIMEFRAME WOULD BETTER REFLECT THE ACTUAL SITUATION.
MORE SHOULD BE DONE ABOUT THE PROBLEMS WITH CONGESTION. ORGANIZATION RELATIVE TO THE FLOW OF TRAFFIC IN & OUT OF METRO TERMINALS; ANTIQUATED EQUIPMENT CURRENTLY IN USE BY ATC WHICH RESTRICTS EVERYONE'S ABILITY TO DO THEIR JOBS; TOO MUCH FREQUENCY CLUTTER; UNNECESSARY REPORTING OF CONVERSION TRAFFIC AT +/- 2,000 FEET.
RESPONDENT APPRECIATES THE EFFORT AND OUR APPRECIATION FOR CALLING BACK AND FOLLOWING THROUGH WITH THIS.
IT'S GOOD SURVEY.
PHRASE Q'S " LAST 60 DAYS OR EVER"
MAKE RESULTS AVAILABLE.
WOULD LIKE TO HAVE RECEIVED A FORM TO COMPLETE BEFORE THE TELEPHONE INTERVIEW TO BE PREPARED TO ANSWER SOME OF THE QUESTIONS.
REGARDING THE AIR TRAFFIC SYSTEM: THE SOONER THAT WE CAN MOVE TOWARD SOMEKIND OF WRITTEN DATA LINK IE COMMUNICATIONS . LIKE A FAX THAT ALLOWS CLEARANCE. IT IS AN ERROR FREE METHOD OF COMMUNICATING. WE NEED A SYSTEM THAT ALLOWS THIS IN THE AIR BECAUSE IT WILLL ELIMINATE THE CHANCE OF ERROR BETWEEN PILOT AND CONTROLLER.
ALTITUDE CLEARANCES, ATC AIRPORT X WANTS YOU TO SLOW DOWN AND GO DOWN AT THE SAME TIME WHICH IS DIFFICULT
ABOUT INCIDENTS, I HAVE EXPERENCED JUST ABOUT ALL OF THE INCIDENCES YOU'VE MENTIONED BUT THE LAST 90 DAYS HAVE BEEN RELATIVELY UNEVENTFUL. NASA, TO IMPROVE SAFETY, SHOULD SPEND A LITTLE MORE TIME IN EUROPE, BECAUSE THEY KNOW HOW TO CONTROL AIRPLANES. THEY DO IT REALLY WELL, WHEN YOU CALL FOR TAXI CLEARANCE IN THE USA THEY MAKE IT TOO LONG, IN EUROPE THE AIRPORT DIAGRAM HAS LITTLE ARROWS THAT MAP OUT THE ROUTE AND ALL THEY SAY IS TAXI TO THE HOLDING POINT FOR THE RUNWAY, THERE IS NO FREQUENCY CONGESTION. WHERE AS IN THE US IT IS NON-STOP TALKING, THEY DO NOT TRUST THE PILOT TO
TIES UP TOO MUCH TIME WOULD LIKE TO HAVE A WRITTEN SURVEY
REPEATING OF QUESTIONS, A SKIP PATTERN IS NEEDED FOR CERTAIN QUESTIONS.

D5A
INSTEAD OF HAVING YES OR NO QUESTION HAVE IT SO THE PILOTS CAN ELABORATE MORE ABOUT A PARTICULAR ITEM.
THE FIRST 3/4 OF THE SURVEY ON POSSIBLE EVENTS FOR AIRCREWS WHERE THAT INFORMATION WOULD BE PROVIDED TO NASA. SOME OF THE QUESTIONS YOU ARE ASKING NASA ALREADY HAS BECAUSE OF REPORTING REGULATIONS. THE INFORMATION IS READILY AVAILABLE . THE OTHER HALF IS WONDERFUL BECAUSE THOSE ITEMS AREN'T REPORTED IS SIDE STEPPING WE ARE STILL DOING IT WITH 20% LESS TRAFFIC
ONE PASSENGER WAS DRUNK AND THEY HAD HIM REMOVED BEFORE THE FLIGHT. HE GOT INTO A FIGHT WITH THE LOCATION X. THEY DID DISCUSS WHETHER TO LET HIM STAY ON THE FLIGHT. THE PILOT DECIDED NOT TO LET HIM STAY ON THE FLIGHT.
IT'S AN EXCELLENT EFFORT AND WORTHY OF YOUR TIME!
JUST REITERATE THE FACT THAT NASA WILL NOT PENALIZE PILOT IF HE ADMITS TO SOMETHING THAT HE HAS NOT REPORTED,YOU'LL GET MORE TRUTHFUL DATA
DIFFERENT TYPES OF OPERATIONS FLY VERY DIFFERENT NUMBERS OF LEGS, SO MANY OF THE PROBLEMS DO NOT COME UP, INTERNATIONAL AIRLINES FLY VERY FEW LEGS COMPARED TO DOMESTIC, AND THEY FOLLOW A VERY MONOTONOUS REGIMEN.
TIME FRAME SHOULD BE LONGER THAN 60 DAYS, 6 MONTHS WOULD BE BETTER
WE ARE ASKING VERY SPECIFIC QUESTIONS AND YOU ARE ONLY TALKING ABOUT 60 DAYS, SHOULD BE 6 MONTHS, JUST A BALLPARK. 60 DAYS JUST MIGHT BE A LITTLE TOO RESTRICTIVE.
SURVEYS LIKE THIS CAN BE VERY IMPORTANT.
IF IT WERE POSSIBLE/ LET PILOT PREVIEW QUESTION BEFORE CALLING FOR SURVEY
TEST PERIOD SHOULD BE MORE THAN 30 DAYS
I WOULD PREFER TO DO A WRITTEN SURVEY AND GO BACK INTO TIME A LITTLE MORE I COULD GO INTO GREATER DEPTH AND GIVE SOME THOUGHTS TO THE ANSWERS.
VERY SUPPORTIVE
GOOD SURVEY WONDERFUL INTEVIEWER DESERVES A RAISE AND PAID EXTRA DAYS OFF.
WHAT DO YOU GET OUT OF THIS. SO RARE TO GET THESE IN LAST 60 DAYS
LETTER SHOULD INDICATIE RECALL PERIOD PRIOR TO CALLING PILOT
RESPONDENT SAID THE RULES ABOUT FLIGHT TIME SHOULD BE ADDRESSED (FATIGUE AND TIME CHANGES).
SHORTENEN QUESTIONS
ASK ABOUT COCKPIT WORKLOAD AND HOW CHANGES AFFECT COCKPIT WORKLOAD
WHERE WILL THE RESULTS BE?
VERY WELL WORDED QUESTIONNAIRE
YOU WILL GET A SMALL SAMPLE BY GOING BACK ONLY 60 DAYS.
SURVEY NEEDS TO BE ACCOMPANIED BY ENFORCEMENT OF THESE ISSUES
HAVE BETTER ONBOARD RADAR.
IT WOULD BE HELPFUL TO ASK HOW MANY TIMES A PILOT WAS NOT AFFORDED PROPER REST IN BETWEEN ASSIGNMENTS. INSTEAD OF ASKING QUESTIONS RELATING TO THE LAST 60 DAYS, THE STUDY SHOULD BE BROADENED TO ONE YEAR. THERE SHOULD BE MORE "DURING YOUR" QUESTIONS. ALSO, SOME OF THE EVENTS THAT WERE ASKED ABOUT WOULD BE MORE INFORMATIVE IF ASKED HOW MANY TIMES PER YEAR A PILOT EXPERIENCES CERTAIN EVENTS.
APPRECIATE THIS VERY MUCH. PLEASED TO PARTICIPATE. LIKE TO SEE MORE OF IT.
SURVEY WOULD BE BETTER OVER INTERNET ,YOU WOULD HAVE MORE TIME TO THINK ABOUT?
SECURITY PROBLEMS
MUCH NEEDED& APPRECIATED PROJECT
FEELS SURVEY TIMEFRAME OF 60 DAYS MAY BE TOO SHORT AND MAY NOT REFLECT ACCURATELY SOME OF THE PROBLEMS EXPERIENCED PRIOR.

D5A
YOU GUYS ARE PERSISTANT
I WOULD LIKE TO BE NOTIFIED OF THIS STUDY'S RESULTS VIA E-MAIL.
SURVEY TOWER AND ATC PERSONEL. MORE AIRLINE OPERATIONS .
PERFORMANCE QUESTIONS SHOULD BE BROKEN DOWN MORE.
SHOULD E-MAIL INTERVIEW
WHAT IS THE GOAL OF THIS STUDY?
IS THERE A SITE WHERE WE COULD ENTER ANY PROBLEMS--DIRECTLY ON THE COMPUTER RATHER THAN HAVING TO FILE A PAPER REPORT?
IT IS DIFFERCULT TO ANSWER QUESTIONS TO THIS SURVEY ON A YES OR NO BASIS.
IN LOCATION X SPEAK IN FINE ENGLISH WHEN SPEAKING TO ENGLISH CARRIERS. WHEN SPEAKING TO LOCATION X CARRIERS THEY SPEAK IN LOCATION X LANGUAGE WHICH MAKES SITUATIONAL AWARENESS VERY POOR.
SHOULD HAVE A WRITTEN SURVEY
NEED FOR AVAITION PERSONNEL TO PARTICIPATE IN FORMULATION OF SURVEY QUESTIONS.
NASA REPORTS IN GENERAL WOULD BE HELPFUL IF YOU FILE SAFETY REPORTS OVER THE INTERNET.
SUGGESTS THAT LETTER SENT PRIOR SHOULD INCLUDE OR GIVE INDICATION OF STATISTICAL DATA NEEDED TO ASSURE ACCURACY.
COULD THIS BE DONE ON THE INTERNET.
THESE QUESTIONS SHOULD BE GIVEN PRIOR TO INTERVIEW SO THAT PILOT CAN MAKE NOTE OF INCIDENTS
RESPONDENT SAID SOME QUESTIONS (EX. ENGINE FAILURES) SHOULD BE A LIFETIME WINDOW. OTHER QUESTIONS SHOULD STAY AT 60 DAYS.
I THINK IT'S VERY THOROUGH
PILOT FATIGUE IS A BIG PROBLEM.
GOOD SURVEY FOR NASA TO GET OPINIONS OF PILOTS FLYING MORE THAN 15 DAYS PER MONTH
WANTS NASA TO ADDRESS NON-MECHNICAL ISSUES IN FURTHER STUDIES, AS THE PILOTS WILL HAVE A LOT TO CONTRIBUTE, BUT CURRENT SURVEY CONTENTS TOO LIMITED.
AIR MARKING IN POOR WEATHER, SAFETY IN CROSSING RUNWAY OPERATIONS
RADIO CONGESTION
THIS SURVEY WAS WELL-CONSTRUCTED AND WELL THOUGHT-OUT. THE SURVEY SHOULD BE CONTINUED IN TELEPHONE FORM RATHER THAN INTERNET FORM BECAUSE MY TENDENCY WOULD BE TO START THE SURVEY ON THE INTERNET AND THEN WALK AWEAY AND NOT RETURN TO IT.
QUESTIONS ASKED MORE CLEARER.
RESPONDENT THINKS IT IS A GOOD THING AND HOPES WE CONTINUE TO DO IT.
R SAID "I THINK THE SURVEY IS GOOD"
USE A 90 TO 120 DAY TIME FRAME.
STUDY CAN BE DONE ON THE INTERNET
PRETTY SAFE SYSTEM
YOU SHOULD INCLUDE QUESTIONS ABOUT CREW FATIGUE.
FIX THE SECURITY AT AIRPORTS AND ADDRESS THE ISSUE THAT CREW MEMBERS CANNOT CHALLENGE SECURITY PERSONNEL OR WE WILL BE GIVEN A FEDERAL SUMMONS. MANY OF THE SECURITY PERSONNEL ARE DELIBERATELY LORDING THEIR POWER AND ANTAGONIZING CREW MEMBERS TO SHOW OFF
HARD TO REMEMBER THE LAST 60 DAYS BUT TRIED TO RECALL AS BEST AS I COULD
WE HAVE TO SCREEN ALL BAGGAGE THAT GOES ON BOARD THE AIRCRAFT AND COCKPIT DOORS NEED TO BE RE-DESIGNED, SECURITY SCREENING OF ALL AIRLINE PERSONNEL.
YOU SHOULD HAVE MORE OF THEM.
90 DAYS IS A SMALL RANGE. YOU MIGHT WANT TO EXTEND TIME FRAME JUST A LITTLE LONGER, I.E MAYBE 120-180 DAYS

D5A
DUPLEX RADIOS ARE NEEDED TO PREVENT BLOCKED FREQUENCIES, ESPECIALLY DURING THYNDER STORMS.
THE SIXTY DAY PERIOD IS TOO LIMITING A PERIOD OF TIME FOR THIS SURVEY.
LOOK INTO FATIGUE RELATED TO SCHEDULE CHANGES
EXTEND TIMEFRAME TO 6 MONTHS
VERY GOOD SURVEY, COVERED ALL OF THE AREAS
APPRECIATES NASA R SAID NASA DOES A GREAT JOB
HAVING PROBLEMS CONCERNING OPERATIONS WITH NON TOWERED AIRPORTS. THEY NEED TO BE EMPHASIZED A LOT MORE.
I'D LIKE TO SEE POSITIVE BAG IDS FOR ALL BAGS ENFORCED--ALSO A NATIONAL ID FOR ALL PILOTS WOULD BE A GOOD IDEA. THE SYSTEM'S ALREADY THERE--YOU DON'T HAVE TO CHANGE A THING--JUST USE WHAT'S THERE.
TAIX PROBLEMS
WE HAVE THE SAFEST ATC ENVIROMENT IN THE WORLD
APPROACH AND TOWER CONTROLLERS SHOULD PROVIDE ENOUGH SEPARATION FROM HEAVY WEIGHT WAKE TURBULANCE, FROM HEAVY AIRCRAFT, AND NOT JUST GIVE ADVISORY WHICH IS CAUTION WAKE TURBULANCE. ALSO ELIMINATE CONTACT APPROACHES FOR ALL HEAVY AIRCRAFT. ONE MILE VISABILITY IS NOT ENOUGH FOR HEAVY AIRCRAFT.
CONFUSION WITH CLEARANCE DELIVERY. YOU WERE CLEARED FOR TAKE OFF UNDER VFR CONDITION, AFTER RECEIVING AN IFR CLEARANCE THE CONTROL TOWER CLEARED THEM FOR VFR HE THOUGHT IT WAS IFR. POOR ATC SPACING RESULTING IN A MISSED APPROACH.
AFTER LEAVING [LOCATION X] THE PILOTS ONLY HAVE ABOUT 20 MINUTES TO TALK TO AIR TRAFFIC CONTROLLERS BEFORE WE HIT [LOCATION X] CONTROLLERS.
I'D LIKE TO ADD TO THE LIST OF PROBLEMS THAT CLOSE-END NOISE ABATEMENT PROCEDURES ARE A REAL BOTHER AND FULL OF BALONEY.
DON'T SEE THE VALUE OF THIS SURVEY
I THINK THE BIGGEST AREAS ARE STILL ATC AND NOISE ABATEMENT PROCEDURE
WILL I BE CONTACTED IN FUTURE
THE PAST 30 DAYS IS TOO SMALL A TIME FRAME TO BE ASKING ABOUT-SHOULD BE BROADER
IF GIVEN QUESTIONS IN ADVANCE, PILOT COULD STUDY THEM AND PREPARE MORE ACCURATE RESPONSES.
GENERAL REMARKS SECTION SHOULD BE PROVIDED FOR UNUSUAL EVENTS
HOPES THEY DO SOMETHING ABOUT THE ANSWERS THEY GET. FLYING IS AN ART.
I THINK THAT IT'S GOOD THAT WE'RE IDENTIFYING SPECIFIC AIRPORTS WITH SPECIFIC TRENDS.
I DOUBT THAT PILOTS WILL ANSWER TRUTHFULLY TO SOME OF THE QUESTIONS YOU'RE ASKING
IT WOULD BE NICE TO HAVE THE SURVEY VIA THE INTERNET, BECAUSE YOU WOULD HAVE A MORE FAVORABLE RESPONSE, BECAUSE THE PAPER WORK WOULD BE RIGHT IN FRONT OF YOU TO REVIEW THOUGHRLY.
EXCELLENT AND KEEP UP THE GOOD WORK
JUST THAT IT'S CROWDED OUT THERE!!!!!!!!
WOULD LIKE TO HAVE THIS ON E-MAIL
I GOT A PIECE OF PAPER IN THE MAIL TO EXPECT THIS CALL, BUT I WISH THE SURVEY HAD FOCUSED ON MORE OF THE THINGS THAT I MENTIONED. PILOT XS DO NOT CONSIDER THEMSELVES MUCH OF A PROFESSIONAL.
LIKE TO DO IT ONLINE-EMAIL
APPRECIATE YOU DOING THE SURVEY.
INTERNET IS A GOOD IDEA FOR SURVEY
RADIO PROCEDURES ARE LEFT OVER FROM NON-RADIO DAYS, GIVING A CROSSING CLEARANCE, TAXI PROCEDURES SHOULD BE SIMPLIFIED
ASK A CAREER INCIDENCE QUESTION PILOTS WOULD RECALL THOSE EVENTS
I THINK IT'S A WORTHWHILE STUDY

D5A
SHOULD GO BACK MORE THAN 60 DAYS, MAYBE 6 MONTHS TO GET MORE INFORMATION.
R FEELS VERY LUCKY THAT SOME OF THESE THINGS HAVEN'T HAPPENED BECAUSE HE DEALS WITH THEM ON A DAILY BASIS.
I'M GLAD THAT YOU ARE DOING THIS.
QUESTIONS ARE OPERATIONAL QUESTIONS ABOUT EVENTS THAT OCCUR EVERYDAY, AND WE DEAL WITH THEM EVERYDAY, SO I DONT' BELIEVE THAT THE QUESTIONS DEALT WITH ANYTHING ABNORMAL. AND SINCE PROFESSIONAL PILOTS DEAL WITH THESE THINGS EVERYDAY WE DON'T SEE WHERE THE QUESTIONS ARE
I WONDER HOW HONESTLY PILOTS WILL ANSWER SOME OF THESE QUESTIONS, ESPECIALLY THE "GOING OFF THE RUNWAY " QUESTION. PILOTS IN GENERAL HAVE VERY BIG EGOS.
THINKS OVERALL PROGRAM IS GOOD. THINKS 16 HOUR WORKING DAYS ARE EXCESSIVE.
NICE TO HAVE INTERNET OPTION
WHY DO YOU ONLY GO BACK 30 DAYS?
HOW OFTEN HAVE YOU BEEN GIVEN A TAXI CLEARANCE WHILE STILL ON THE RUNWAY IN THE LANDING PHASE
I THINK IT'S GOOD YOU DO THIS.
SHORTEN THE INTRODUCTION PHRASE.
QUESTION 1C5 - REPROGRAMMING FMS OR FMC - THE ANSWER BEING NO SHOULD NOT GET THE NEXT QUESTION 1C6A
HOW CAN COCKPIT CREW DEFEND THEMSELVES AGAINST TERRIORIST ACTIVITY. WOULD THEY RECOMMEND GUNS FOR PILOTS?
THE WEATHER RELATED EVENTS TIMEFRAME SHOULD BE LONGER THAN 60 DAYS. DURING CERTAIN TIMES OF THE YEAR, YOU DO NOT EXPERIENCE MICROBURST CONDITONS AND WINDSHEAR. SO, DEPENDING ON WHAT TIME OF THE YEAR YOU ARE DURING THE SURVEY AND YOU ARE LIMITING THE PERSON TO THE LAST 60 DAYS, THE ANSWERS ARE SKEWD TO REFLECT THE SEASON THAT WE ARE IN.
I HAD STATIC DISCHARGE INFLIGHT ,SECOND TIME IN TWENTY YEARS.
NICE JOB!
YOU ARE DOING A GREAT JOB , KEEP IT UP!
SHOULD ASK ABOUT EN ROUTE TURBULENCE
WHO EVER WROTE THIS DID AN EXCELLENT JOB
SURVEY IS GOOD, I'M GLAD YOUR DOING THIS
FREQUENCY CONGESTION
COULD HAVE PERIOD LONGER THAN 60 DAYS
SURPRISED MORE QUESTIONS ARE NOT SECURITY RELATED
PREFER MORE OPEN ENDED QUETIONS SO WE CAN EXPLAIN OR GIVE MORE INFO ABOUT TOPIC
OTHER PROBLEMS NOT MENTIONED IN THIS STUDY: RUNWAY INCURSION; MIX OF DIFFERENT SIZE PLANES AND ABILITY TO KEEP TRACK /VISUAL.
IT MIGHT BE BETTER IF WE NOTIFY PILOTS AHEAD OF TIME IN ORDER THAT THEY MAY BE MORE ACCURATE WITH THE ANSWERS.
RESPONDENT SAID THAT THE QUESTIONS ARE DATED
THE STUDY IS A GOOD IDEA.
SHOULD INCLUDE RVSM QUESTIONS RELATED TO SEPARATION OF AIRCRAFTS
SHOULD GATHER INFORMATION BASED ON AGE, SOME AIRPORTS ARE INHERENTLY UNSAFE
60 DAY TIME PERIOD FOR THE STUDY IS TOO RESTRICTIVE.
WE SHOULD NOT KEEP REPEATING THE LAST 60 DAYS.
KEEP IT ANONYMOUS
THESE QUESTIONS PERTAIN TO DOMESTIC OPERATIONS (U.S). THERE SHOULD BE ANOTHER SET OF QUESTIONS FOR INTERNATIONAL OPERATIONS.

D5A
AFTER THINKING ABOUT THE QUESTIONS THAT DEAL WITH THE NUMBER OF AIRPLANES, I THINK IT IS OVER 350, COMPARED TO THE OTHER CHOICES
WHAT IS GOING TO BE DONE WITH IT --THE RESULTS
MUCH GREATER ACCURACY BY ISSUING A COPY OF THE QUESTIONS TO THE PILOTS SO THAT WE CAN TAKE NOTES WHILE WE FLY
I COULD HAVE ANSWERED POSITIVELY TO SOME OF THE QUESTIONS THAT YOU ASKED IF IT HAD BEEN A LONGER TIMEFRAME, BUT I GATHER YOU ARE RESTRICITING IT TO 60 FOR CLEAR RECOLLECTION PURPOSES.
IT SOUNDS LIKE VERY WORTHWHILE AND SOUNDS AS THOUGH I'M WORKING FOR A VERY WONDERFUL AIRLINE THAT IS VERY CONSCIOUS ABOUT SAFETY, AND I'M FORTUNATE TO BE WORKING FOR SUCH A FINE COMPANY.
HOPE THEY CAN CAN GET A WIN
I HAVE INFORMATION ON A STICK-SHAKING INCIDENT THAT OCCURRED 4 MONTHS AGO.
THE R IS RESERVE PILOT NOT A LINEHOLDER,
EXPAND THE TIME FRAME, FOR A LIKEA WHOLE YEAR
R SAID IT WAS HARD TO GIVE EXACT ANWERS LIKE HOURS OF FLYING; HOW MANY LEGS, LEGS OUTSIDE THE US
QUSTION ABOUT GOING OFF THE RUNWAY WOOD END HIS CAREER IF HE DID
INTERACT MORE ON THE INTERNET, INTERACTIVE RESPONSES FOR CREWMEMBERS. GIVE US A WEBSITE. UPDATE PERSONAL INFORMATION. FAA, AND SAFTEY ISSUES.
I THINK IT'S EXCELLENT THAT YOU ARE DOING THIS.
ILS IS NOT PROTECTED ABOVE 800FT. INCREASE PROTECTED AIRSPACE AT A HIGHER ALTITUDE
90 DAYS MIGHT BE TOO NARROW A PICTURE.
START INVESTINGATING DYNAMICS BETWEEN CAPTAINS AND FIRST OFFICERS. SOME OF THESE GUYS ABOUT 3% CAN'T
MORE ?'S ABOUT COMMUNICATION WHILE ON INTERNATIONAL FLIGHTS
SHOULD GO BACK A YEAR
I APPRECIATE THE FACT THAT THERE IS A PLACE TO DO THIS, TO AIR OUR FEELINGS, "I AM HONORED".
PILOT WAS RUDE AND WOULDN'T FIGURE OUT PERCENTAGES. THAT IS WHY THERE ARE SO MANY DK ANSWERS.
IF NASA EVER WANTS TO CALL ME ABOUT NOISE ABATEMENT ISSUES, I'LL BE HAPPY TO GIVE THEM AN EARFULL. MANY OF US THINK THIS IS AN ACCIDENT WAITING TO HAPPEN.
PILOT TRYING TO REMEMBER EVENTS THAT HAPPENED IN THE LAST 30 DAYS IS DIFFICULT BECAUSE THE # OF INCIDENTS DETAILS ARE HARD TO RECALL ,SAFETY EVENTS ARE REMEMBERED INSTANTLY
SHOULD ASK IF CLEARANCE CHANGE CONDITIONS WERE IMC VERSUS VMC CONDITIONS
THE FARS SHOULD BE REVISIED TO TAKE INTO CONSIDERATION DUTY-TIME BEING TOO LONG, AND NEED TO SYNCHRONIZE DUTY-TIME FOR INTERNATIONAL AND DOSMESTIC DUTIES- BASICALLY BOTH SHOULD BE THE SAME. SECONDLY, PILOTS ON THE "JUMP-SEAT" ARE CONSIDERED PART OF THE CREW BUT NOT PAID, THIS IS UNFAIR. BESIDES EXTRA UNPAID HOURS, THESE PILOTS ARE EFFECTIVELY WORKING EVEN LONGER HOURS (I.E., THEIR ACTUAL DUTY HOURS PLUS COMMUTE HOURS WHICH CAN BE A SAFETY HARZARD).
90 DAYS TOO SHORT A TIME TO GET ACCURATE INFORMATION.TRY 1 YEAR FOR GOOD, ACCURATE INFO.
I DON'T THINK THAT THESE QUESTIONS APPLY TO 95% OF THE PILOTS I KNOW PERSONALLY; FROM MY EXPERIENCE THINGS ARE VERY SAFE.
SOME OF THESE QUESTIONS ARE NOT JUST YES OR NO ESPECIALLY ON FOREIGN SOIL--LIKE LYING ABOUT WINDS SPEED
R SAID TO HE HAS HAD MANY YEARS OF EXPERIANCE.ASK MORE QUESTS IN REGARD TO THE OLDER PILOTS
CAN WE SEND A COPY OF QUESTIONS HE JUST ANSWERED.
THERE HAS BEEN SIGNIFICANT IMPROVEMENT IN ATC'S HANDLING OF AIR TRAFFIC SINCE DATE X INCIDENT PREHAPS DUE TO DROP IN TRAVEL AND LESS CROWDED AIRSPACE. SHOULD TRAVEL RATES INCREASE THERE MAY BE NEED TO CONTINUOUSLY MONITOR THE PERFORMANCE OF ATC.

D5A
PREINTERVIEW PILOTS, LONGER PERIOD OF TIME FOR SURVEY FROM 60 DAY TO ONE YEAR TIMEFRAME
SPEED CHANGES PRETTY MUCH HAS TO BE DONE. THIS IS MAKING DATA NOT ACCURATE
DIVE INTO THE SECURITY ISSUES NASA WITH THE TECHONOLGY CAN REALLY ASSIST WITH THAT NON-AIRLINE EMPLOYED PEOPLE WHO HAVE ACCESS TO AIRCRAFTS, IE CATERERS, CABIN PEOPLE
SHOULD ASK MORE OPINIONS OF PILOTS IN SAFETY AREAS
ASK QUESTION ON HOW MANY TIMES DO PILOTS RESPOND TO CLEARANCE AND DO NOT GET RESPONSE BACK FROM ATC. ALSO DO YOU FEEL ATC IS WORKING TOO MANY FREQUENCIES AT ONE TIME
WOULD LIKE TO SEE VOICELESS COMUNICATIONS LIKE ACARS
IT SEEMS LIKE IT WOULD BE BETTER IF I JUST MAILED THE SURVEY OUT. IT WOULD SAVE US BOTH TIME.
PLEASE DO MORE OF THESE SURVEYS
SOME QUESTIONS SHOULD BE 2 QUESTIONS. THEY ARE TOO ENCOMPASSING
INTERNET FOR THE SURVEY
THE PILOT CONTROLLER COMMUNICATION AS PILOTS ARE JUST READING IT BACK, IT TIES UP & ADDS TO THE FREQUENCY CONGESTION ACCORDING TO FAR IT'S NOT REALLY NEEDED ANYMORE
RUNWAY CUT OFF
EVERYONE WHO CALLS SHOULD BE AS NICE AS YOU ARE AND YOU DESERVE A RAISE.
QUESTIONS SHOULD BE ASKED THROUGHOUT THE INDUSTRY
I THINK THIS IS VERY GOOD-IT WOULD BE A DREAM TO IMPROVE GLOBAL FLYING TO THE LEVEL WE HAVE IN THE UNITED STATES.
R SAID SURVEY COULD HAVE BEEN E-MAILED AND HE COULD HAVE E-MAILED RIGHT BACK, AND IT WOULD HAVE BEEN MUCH FASTER.
60 DAY IS NOT ENOUGH TIME FOR THIS SURVEY
DOING SURVEY ON INTERNET WOULD BE COOL
SUGGEST A QUESTION AT THE END TO INCLUDE SAFETY PROBLEMS OCCURRING MORE THAN 60 DAYS AGO. ALSO, DISTINGUISH BETWEEN DAYTIME/NIGHTTIME FLYING, & HOW MANY HOURS BETWEEN 11 PM & 9 AM, DUE TO FATIGUE.
NEED OF ELECTRONIC FLIGHT BAG
GOOD SURVEY
R THANKS THE INTERVIEWER FOR A NICE SURVEY
IMPROVE TAXIWAY SIGNAGE
HAD THE R FLOWN MORE IN THE PASS 90 DAYS ANSWERS MAY HAVE BEEN MORE ACCURATE
I THINK IT'S AN ACCURATE SURVEY. I DON'T KNOW WHETHER THEY WOULD SAY IT WAS VALID. I DON'T [KNOW] IF EVERYONE WOULD ANSWER CORRECTLY. TRY THE LAST 12 MONTHS INSTEAD OF THE WINDOW OF 60 DAYS.
ANSWERING THE QUESTIONS OFF THE CUFF IS DIFFICULT WHICH ACCOUNTS FOR MY ASSESSMENT OF MY LEVEL OF ACCURACY.
VERY NICE SURVEY!
FREQUENCY CONGESTION -- PEOPLE ARE TRANSMITTING ON TOP OF EACH OTHER WITH ONLY ONE PERSONS VOICE BEING HEARD
RESPONDENT SAID, I APPRECIATE BEING CALLED FOR THE SURVEY.
I FLY TURBO PROP. WE ARE NOT SO MUCH AFFECTED BY AUTOMATION ISSUES THAT OTHER TYPES OF CRAFT. WE ARE TREATED DIFFERENTLY BY CONTROLLERS SOMETIMES BETTER/WORSE. DIFFERENT EXPECTATIONS BY ATC. TAILOR SOME QUESTIONS BASED ON THAT.
APPRECIATE THE OPPORTUNITY TO PARTICIPATE
YOU MIGHT GET MORE DATA IF YOU GO BACK MORE THAN 60 DAYS.
RUNWAY INCURSIONS SHOULD BE MENTIONED IN THE SURVEY.
PERIOD OF RECALL OF 60 DAYS

D5A
I THINK ALL BAGGAGE SHOULD BE SCREENED FOR BOMBS. AIRPORT SECURITY, BAGGAGE HANDLERS, AND OTHER PERSONNEL SHOULD BE SCREENED AND CHECKED AT BEGINNING OF EACH SHIFT. SCREENERS SHOULD HAVE SOME COLLEGE BACKGROUND. 60C1950TRY TO GET A WIDE AS POSSIBLE SAMPLE 60C1963YOU COULD EXPAND TO A LARGER TIME FRAME--2 MONTHS SNAPSHOT DOESN'T GIVE YOU MUCH OF AN OVERVIEW. 60C1973IT SOUNDS LIKE THE INTERVIEWER WAS SMILING DURING THE ENTIRE SURVEY. 60C1982I THOUGHT YOUR QUESTIONS WERE VERY GOOD AND WAS HAPPY TO BE A PART OF THE STUDY 60C1987I THOUGHT YOUR QUESTIONS WERE VERY GOOD AND WAS HAPPY TO BE A PART OF THE STUDY 60C1988I'M GLAD I GOT THE LETTER FIRST. I WOULD NOT HAVE SPOKEN OVER THE PHONE WITHOUT THE PREINFORMATION PILOT CONCERNED ABOUT CARGO SECURITY. CONCERNED THAT SOMEONE WITH TERRORIST INTENTIONS COULD SEND TERRORED CARGO."
ASK: WHAT IS AGE OF EQUIPMENT YOU FLY; EG, MY EQUIPMENT IS NEWER, MAY AFFECT ANSWERS
R SAID WHEN SENDING LETTER TO DO SURVEY, TELL THE FIRST FEW QUESTIONS OF THE SURVEY, EX. HOW MANY HOURS FLOWN, HOW MANY LEGS, LEG OUTSIDE USA. MANY TIMES CAN'T REMEMBER DUE TO VACATION, ETC.
60 DAYS IS NOT A VERY LONG TIME ESPECIALLY FOR INTERNATIONAL PILOTS
SHOULD EXPAND THE RECALL PERIOD
RESPONDENT SAID THERE ARE CLEARANCES OUT OF AIRPORT X THAT ARE NOT PROGRAMMABLE
KEEP DOING THESE SURVEYS
SOME OF THE QUESTIONS, FOR EXAMPLE A MEDICAL EMERGENCY, IF YOU HAD ONE YOU WOULD REMEMBER IT FOR LONGER THAN 30 OR 90 DAYS. SOME OF THESE QUESTIONS COULD POSSIBLY BE GIVEN A DIFFERENT TIME
QUESTION THAT THIS SURVEY WILL BE HELPFUL
TIMEWISE IT WOULD BE EASIER FOR BOTH THE R AND INTERVIEW IF IT WAS ON INTERNET AND WE THE PILOTS WOULD THINK AND RESPOND BETTER PER R
PEOPLE GET BLOCKED OUT BECAUSE OF FREQUENCY CONGESTION WE NEED TECHNOLOGY THAT ELIMINATES THIS PROBLEM
MY ANSWERS WOULD HAVE BEEN DIFFERENT HAD THE TIMEFRAME BEEN A YEAR, 60 DAYS WAS TOO SHORT A PERIOD OF TIME.
YOU'VE ASKED MORE QUESTIONS THAN I WOULD EVER THOUGHT OF.
R FEELS THAT SURVEY SHOULD BE PUT ON THE INTERNET, ALSO FEELS SURVEY RESULTS SHOULD BE MADE AVAILABLE THROUGH AIRLINES OR PILOT UNIONS/ASSOCIATION
WE'RE MORE CONCERNED AS A SAFETY APPROACH ON RUNWAY INCURSIONS AND GROUND OPERATIONS. I'M HIGHLY CONCERNED ABOUT THE POTENTIAL TAXI CLEARANCES IN THE CODED FORM. THIS PATICULAR SYSTEM IS SO COMPLICATED THAT IT INCREASES THE CREW'S WORKLOAD. IT'S HIGHLY DANGEROUS.
THE 90 DAY WINDOW IS SHORT...SHOULD OPEN THE WINDOW TO 365 DAYS. THE EVENTS HAPPEN
PUT IT ON THE INTERNET
FMS EQUIPED AIRPLANES, WHERE YOU RECEIVE RUNWAY CHANGES. AIRPORT X IS A BIG PROBLEM--MIGHT WANT TO EXPAND LENGTH OF TIME FROM LAST 60 DAYS.
PRE-KNOWLEDGE OF THE QUESTIONS WOULD HELP GET MORE ACCURATE DATA FOR SURVEY.
60 DAY WINDOW IS NOT WIDE ENOUGH FOR PILOTS TO GIVE GOOD INFO FOR SAFETY SURVEY.
TOO SHORT A PERIOD 30 DAYS--SHOULD GO 6 MONTHS. HOURS OF BORDOM, THEN SOMETHING HAPPEN AND THEN MORE BORDOM
WE NEED TIMELY PERTINENT USEABLE VOLCANIC ASH INFORMATION, SPECIFICALLY FLIGHT PATH INFORMATION.
THE INTERVIEW DID A GREAT JOB, R THANKED ME FOR MY KINDNESS AND PATIENCE
IN THE FOREIGN COUNTRIES THE ENGLISH IS POOR & THEY REVERT TO THEIR LANGUAGE
IF WE WENT BEFORE 60 DAYS, MIGHT CAPTURE MORE DATA

D5A
WAS IN TRAINING 50% OF THE TIME PERIOD REQUESTED
SECURITY ISSUES
QUESTIONS ABOUT NIGHT FLYING AND THE PROBLEMS ASSOCIATED WITH NIGHT FLYING SHOULD BE INCLUDED
INCREASE TIMEFRAME FOR GREATER THAN 60 DAYS
VERY GOOD SURVEY
RESPONDENT SUGGESTED THAT A LONGER TIMEFRAME, SAY A YEAR (12 MONTHS) FOR ELIGIBILITY TO PARTICIPATE IN THE SURVEY. FEELS LONGER TIMEFRAME WOULD GIVE A BETTER PICTURE OF WHAT IS HAPPENING. BESIDES, HE SAID MANY PILOTS DON'T FLY REGULARLY AND LIMITING SURVEY TO 60 DAYS DOES SEEM TO EXCLUDE EVENTS THAT THEY EXPERIENCE WHICH COULD BE SIGNIFICANT.
AFFIRMATIVE ACTION HAS CAUSED LESS QUALIFED PILOTS TO BE HIRED LOWERING THE QUALITY OF FLIGHT
PERSON X SAYS HE IS GLAD TO SEE ANYONE WORKING ON SAFETY, IT'S NEEDED
I THINK IT'S A GREAT IDEA.
SHOULD KEEP THE 60 DAYS
SUGGEST THAT THE YELLOW ARROWS AND YELLOW CHEVRONS HAVE DIFFERENT COLORS OR A MORE DISTINCT DIFFERENCE IN DESIGN. AT TIMES THE TWO MARKINGS CONFUSE CREWMEMBERS.
A GOOD SURVEY
SPEED CONTROL CHANGES TWEEN APPROACH AND THE TOWER
VERY COMPLETE
IT WAS VERY WELL COORDINATED.
LOOK INTO CHECKLISTS, WE REALLY DID NOT GET INTO IT ALL, LIKE STARTING ENGINES AND RUNNING CHECKLIST. THIS IS DONE ROUTINELY BUT IT IS SOMEWHERE THAT FINER DETAILS ARE OFTEN OVERLOOKED.
I'VE BEEN FLYING TO AIRPORT X AND AIRPORT X FOR YEARS. IF WE DO THESE MANEUVERS AT ANY OTHER AIRPORT WE WOULD BE IN TROUBLE. THEY ARE JUST HIGH DENSITY AIARPORTS
A LOT OFF OF THE AIRLINES HAVE SIMILAR CALL NUMBERS. THEY NEED TO MAKE SURE THEIR CALL SIGNS ARE DIFFERENT FOR AIRCRAFT GOING INTO THE SAME CITIES..NEEDS TO BE FIXED.
60 DAY LIMIT IS TOO RESTRICTIVE
SURPRISED THAT SOME QUESTIONS WERE AT THE EXTREME LEVEL
T-CAS WOULD GREATLY ASSIST FREIGHT OPERATIONS IN HEAVILY CONGESTED TERMINAL AREAS ENHANCING SAFETY AND WORKLOAD FOR CONTROLLERS AND PILOTS
I WOULD LIKE TO KNOW HOW LONG IT WILL BE BEFORE OUR ATC SYSTEM USES 1000FT SEPARATION LIKE WE USE OVER THE NORTH ATLANTIC AND EUROPE.
I THINK SOME OF THE QUESTIONS YOU ASK SHOULD INCLUDE THE CREW DUTY DAY. HOW MANY HOURS A DAY A PILOT ACTUALLY WORKS. AFTER 13 HOURS OF A CREW DUTY DAY SAFETY DIMINISHES. SHOULD ASK HOW MANY HOURS A DAY ON AVERAGE A PILOT WORKS
SIXTY DAY RESTRICTION IS TOO RESTRICTIVE A RECKONING PERIOD
SOME QUESTIONS ARE REDUNDANT
30 DAYS IS TO NARROW A TIME FRAME
CONCERNS ABOUT THE ATIS FREQUENCY BEGINNING THE SAME AS THE APPROACH FREQUENCY. ATIS INFORMATION GIVEN TO CLOSE TO THE APPROACH; CONGESTION IS A PROBLEM AT BUSY AIRPORTS.
R SAID MORE ABOUT SECURITY. EXAMPLE-GROUND PERSONNAL GOING AND COMING, R SAID THIS IS HOW TERRORISTS GET ON THE PLANE
SHOULD BE A LARGER WINDOW OF TIME
REGIONAL JETS ARE BECOMING A REAL SAFETY PROBLEM
WANTED TO KNOW WHY ONLY 60 DAYS. HAD THESE THINGS HAPPEN BUT NOT IN THE 60 DAY PERIOD.

D5A
THE INTERVIEW IS A GREAT IDEA TO GET INPUT OF THE USERS OF THE SYSTEM, I.E. PILOTS, CREWMEMBERS. APPEARANCE IS THAT PEOPLE ARE USUALLY INTERESTED IN MANAGEMENT POSITIONS MORE SO THAN HANDS ON PILOTS.
SMART TO DO THIS TYPE OF SURVEY
R SAID THERE SHOULD BE A RECENT RETIRED PILOT TO MAKE UP THE QUESTIONS FOR THE SURVEY,THE QUESTION SHOULD HAVE YES AND NO QUESTIONS
SURVEY COULD BE ONLINE , IT WOULD MAKE IT EASIER ON EVERYBODY
I'VE ALWAYS BEEN A BUGABOO ABOUT PHYSIOLOGICAL AND FATIGUE FACTORS REGARDING NIGHT FLYING--WE HAVE TO NEGOTIATE THIS IN OUR CONTRACT--THE FAA WON'T DO ANYTHING.
R FEELS SURVEY MAY BE BETTER SERVED IF SURVEY WAS PUT ON INTERNET.
SEEMS TO BE VERY THOROUGH
ACCIDENT INVESTIGATIONS TIME TO GET CONCLUSIONS. TAKE TOO LONG. MILITARY DON'T TAKE THAT LONG. TIME INVESTIGATIONS TAKE AND GET CONCLUSIONS AND CORRECTIONS IS OUTRAGEOUS. SEEMS LIKE THEY CAN'T OR WON'T MAKE DECISIONS. AND DISSEMINATION OF CONCLUSIONS IS TOO SLOW. NEEDS TO BE TIMELY.
IT'S A POSITIVE THING YOU'RE DOING...PILOTS ARE THE OMES TO SPEAK TO.
IT IS A BIT LONG.
GLAD THAT NASAV IS DOING THIS.
ON THE WEATHER RELATED EVENTS ABOUT THUNDERSTORMS, AT THIS TIME OF THE YEAR THIS IS THE BEST TIME TO FLY SO YOU WON'T GET MANY POSITIVE ANSWERS. ALSO SINCE EVENT X AIR TRAFFIC IS MUCH LESS.
TECHNOLOGY ADVANCEMENT SOME AIRPLAINES ARE NOT ADVANCED ENOUGH
R WAS VERY WILLING TO COMPLY WAS GLAD TO PARTICIPATE.
MOST FLYING DONE IN UNCONTROLLED AIRPORTS; NOT HIGH DENSITY; MOSTLY IN LOCATION X; NOT A LOT OF SEPARATION PROBLEMS OR WAKE TURBULANCE; ATC OFTEN USING TWO OR THREE FREQUENCIES; THEIR GEOGRAPHIC RESPONSIBILITY IS OFTENTIMES WIDE RANGE, MAKING IT DIFFICULT TO COMMUNICATE. QUESTIONS IN THIS SURVEY DON'T USUALLY APPLY SINCE ALL MY FLYING IS DONE IN LOCATION X.
PILOTS ARE REALLY STRESSED OUT
WITH ALL OF THE UNCERTAINTY REGARDING "WHAT'S GOING TO HAPPEN TO ME" IN THE AIRLINE INDUSTRY IN LIGHT OF THE SITUATION WITH THE ECONOMY, WE ARE NOT FOCUSING AS MUCH ON SAFETY RIGHT NOW AS WE SHOULD BE.
MAKE THE INTERVIEW SHORTER (RESPONDENT DID LAUGH)
RESPONDENT SAID HE FILED A NASA REPORT ABOUT A SITUATION THAT HAPPENED GOING TO LOCATION X.THERE WAS BAD COMMUNICATION WITH ATC; ATC DIRECTED THEM INCORRECTLY AND COULD HAVE BEEN A DANGEROUS .SITUATION...THIS WAS A SCARY THING. RESPONDENT NEVER HEARD FROM NASA. THE COMMUNICATION IS VERY BAD IN MANY COUNTRIES.
APPRECIATE NASA SURVEYS & EFFORTS
BROADEN THE TIMEFRAME FOR THE SURVEY. SIXTY DAYS IS TOO SHORT OF A TIME.
VERY COMPREHENSIVE SURVEY.
COULD EXPAND INTO SECURITY MEASURES
INTERNET GREAT IDEA
INTERESTING, LIKE NASA WORK
HAS HAD A BIG PROBLEM WITH FATIGUE
OFFER SURVEY OVER INTERNET
CONTROLLERS WORKING MORE THAN ONE FREQUENCY
INC. COPY OF QUESTIONAIRE W/LETTER. ALSO, DO F/U SURVEYS-LET PILOTS KNOW THAT YOU'LL CALL BACK 12-24 MOS. W/ SAME Q'S
EXPAND THE TIME FRAME (# OF DAYS).

D5A
THE 30 DAY WINDOW IS A BIT SMALL.
WHEN ASKING ABOUT SEPARATION OF AIRCRAFT & TCAS, MAYBE DIFFERENTIATE BETWEEN OTHER COMMERCIAL & GENERAL AVIATION TRAFFIC. MOST OF MY OTHER TRAFFIC IS GENERAL AVIATION.
90 DAYS IS NOT ENOUGH TIME, I THINK 6 MONTHS WOULD DISCLOSE MORE FACTS ABOUT WHAT HAPPENS, BECAUSE MY LAST 90 DAYS HAVE BEEN VERY QUIET AND UNEVENTFUL. BUT THE LAST 6 MONTHS WERE DIFFERENT, LIKE THE [SPECIFIC] INCIDENT THAT HE HAD , [DISCUSSION OF SPECIFIC INCIDENT]. AND VISIBILITY FROM THE COCKPIT , BUT NOT IN THE LAST 90 DAYS.
VERY WELL DONE
ALMOST EVERY QUESTION THAT WAS ASKED, HAD IT SAID HAVE YOU EVER INSTEAD OF LAST 30 DAYS WOULD HAVE BEEN ANSWERED 1 OR 2 TIMES
GLAD TO SEE IT IS BEING DONE.
THIS SURVEY IS VERY GOOD AND I HOPE I'VE CONTRIBUTED SOMETHING TO IT
PILOT DOESN'T BELIEVE HE IS AN APPROPRIATE RESPONDENT DUE TO INTERNATIONAL ROUTES.
NEED TO BROADEN THE QUESTIONS TO WIDER LESS, SHOULD HAVE NASA SOULTIONS AND REMEMDIES ON THE WEB OR NEWSLETTER, SHOULD MAKE MORE SOULTIONS WIDELY AVAILABLE FORUMS
IF PILOTS KNEW THE EXPECTED TIME PERIOD THEY MAYBE CAN BETTER RECORD BECAUSE THEY WOULD HAVE A BEETER TIME TO RECALL THE EVENTS.
HAPPY TO PARTICIPATE