

NAOMS AIR CARRIER SECTION D OUTLIER RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_1	5	0	1	1	1
O_10	5	0	1	1	0
O_100	5	0	1	1	0
O_1000	4	0	1	1	0
O_1002	4	0	1	1	1
O_1004	5	0	1	1	0
O_1005	4	0	0	1	0
O_1006	5	0	0	1	0
O_1015	5	0	0	1	0
O_1018	5	0	0	1	0
O_1022	5	0	1	1	0
O_1023	5	0	0	1	0
O_1032	5	0	0	1	0
O_1033	5	0	0	1	0
O_1034	5	0	1	0	1
O_1035					
O_1039	5	0	0	0	0
O_1046	5	0	0	1	0
O_1047	4	0	0	1	0
O_1049	4	0	1	1	1
O_1052	5	0	1	1	0
O_1053	4	0	1	1	0
O_1059	4	0	1	1	1
O_1060	5	0	0	1	1
O_1061	4	0	0	1	0
O_11	5	0	0	1	0
O_110	5	0	1	1	1
O_111	5	0	0	1	0
O_112	4	0	1	1	0
O_113	5	0	0	1	0
O_117	4	0	0	1	0
O_12	5	0	1	1	1
O_123	5	0	0	1	0
O_126	5	0	0	1	0

NAOMS AIR CARRIER SECTION D OUTLIER RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_128	5	0	0	1	0
O_13	5	0	0	1	0
O_130	5	0	0	1	1
O_131	5	0	0	1	0
O_135					
O_137	3	0	1	1	0
O_144	5	0	1	1	0
O_146	5	0	0	1	0
O_151	5	0	1	1	1
O_152	4	0	0	1	1
O_154	5	0	1	1	0
O_155	4	0	1	1	0
O_158	3	0	1	1	0
O_159	5	0	0	1	0
O_162	5	0	0	1	0
O_166	4	0	1	1	1
O_167	4	0	0	1	0
O_170	5	0	0	1	0
O_173	5	0	0	1	0
O_177	4	0	0	1	0
O_179	4	0	1	1	0
O_181	5	0	0	0	0
O_183	3	0	0	1	1
O_185	5	0	1	1	0
O_188	5	0	0	1	0
O_194	5	0	1	1	0
O_198	4	0	1	1	0
O_199	5	0	0	1	0
O_20	5	0	1	1	0
O_202	5	0	1	1	0
O_205	5	0	0	1	0
O_213	3	0	1	1	0
O_214	5	0	1	1	1
O_215	4	0	1	1	1

NAOMS AIR CARRIER SECTION D OUTLIER RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_22	5	0	0	1	0
O_220	3	0	1	1	0
O_221	5	0	1	1	0
O_226	4	0	1	1	0
O_228	5	0	0	1	0
O_231	5	0	0	1	1
O_232	4	0	1	1	0
O_234	4	0	1	1	0
O_236	5	0	0	1	0
O_237	4	0	0	1	0
O_239	5	0	0	1	1
O_245	5	0	1	1	0
O_250	4	0	1	1	1
O_252	5	0	0	1	0
O_254	4	0	0	1	0
O_258	5	0	0	1	1
O_261	5	0	0	1	0
O_262	5	0	0	1	0
O_264	5	0	1	1	0
O_268	4	0	0	1	0
O_281	5	0	0	0	0
O_283	4	0	1	1	0
O_287	5	0	1	1	1
O_29	3	0	0	1	0
O_292	5	0	1	1	1
O_30	.	.	.	.	.
O_306	4	1	0	1	0
O_307	4	0	0	1	0
O_309	4	0	0	1	0
O_313	5	1	1	1	0
O_316	5	0	1	1	0
O_317	.	.	.	.	.
O_325	4	0	0	1	0
O_328	4	0	1	1	0

NAOMS AIR CARRIER SECTION D OUTLIER RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_33	4	0	0	1	1
O_333					
O_337	3	1	1	1	1
O_339	4	0	0	1	0
O_341	5	0	0	1	0
O_342	5	0	0	1	1
O_345	5	0	1	1	0
O_346	5	0	0	1	0
O_350	5	0	0	1	0
O_351	4	0	1	1	0
O_352	5	0	0	1	0
O_354	4	0	0	1	1
O_358	3	0	0	1	0
O_36	3	0	0	1	0
O_362	5	0	1	1	0
O_364	5	0	0	1	1
O_365	5	0	0	1	0
O_374	4	0	0	1	0
O_379	4	0	1	1	0
O_381					
O_383	5	0	0	0	0
O_386	5	0	0	1	0
O_389	5	0	0	1	0
O_39	5	0	0	1	0
O_397	4	1	0	1	0
O_4					
O_40	5	0	0	1	0
O_414	5	0	0	1	1
O_416	4	0	1	0	0
O_418	5	0	0	1	1
O_42	4	0	0	1	0
O_422	5	0	1	1	0
O_429	5	0	0	1	0
O_434	5	0	0	1	0

NAOMS AIR CARRIER SECTION D OUTLIER RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_437	3	0	1	1	1
O_438	5	0	0	1	1
O_44	5	0	1	0	0
O_441	4	0	1	1	0
O_445	5	0	0	1	0
O_446	5	0	1	1	0
O_451	5	0	0	1	0
O_452	5	0	0	1	0
O_456	5	0	0	1	1
O_460	5	0	1	1	0
O_467	5	0	0	1	0
O_471	5	0	0	1	0
O_472	5	0	1	1	0
O_476	5	0	1	1	0
O_477	5	0	1	1	0
O_479	5	0	1	1	0
O_480	5	0	0	1	0
O_484	5	0	0	1	0
O_486	5	0	0	1	0
O_492	.	.	.	.	.
O_495	5	0	0	1	1
O_5	.	.	.	.	.
O_503	5	0	0	1	0
O_505	5	0	0	1	0
O_507	5	0	0	1	0
O_511	5	0	1	1	0
O_512	4	0	1	1	0
O_514	4	0	0	1	0
O_517	.	.	.	.	.
O_52	5	0	0	1	0
O_523	4	0	0	1	0
O_525	4	0	0	1	0
O_526	.	.	.	.	.
O_529	5	0	1	1	0

NAOMS AIR CARRIER SECTION D OUTLIER RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_531	4	0	0	1	0
O_532	5	0	0	1	0
O_535	5	0	0	1	0
O_536	4	0	0	1	0
O_541	5	0	0	1	0
O_546	5	0	0	1	0
O_547	4	0	1	1	0
O_548	5	0	0	1	0
O_55	5	0	1	1	0
O_557	5	0	0	1	0
O_558	4	0	0	1	0
O_560	5	0	0	1	0
O_563	5	0	0	1	0
O_564	4	0	0	1	0
O_565	5	0	0	1	0
O_569	5	0	0	1	0
O_576	4	0	0	1	0
O_579	4	0	0	1	0
O_58	5	0	1	1	0
O_580	3	0	1	1	1
O_584	5	0	1	1	1
O_588	.	.	.	.	.
O_589	5	0	0	1	0
O_60	4	0	0	1	0
O_603	.	.	.	.	.
O_605	5	0	0	1	0
O_607	5	0	1	1	1
O_61	4	0	0	1	0
O_611	5	0	1	1	1
O_612	4	0	0	1	0
O_613	5	0	1	1	0
O_616	.	.	.	.	.
O_619	4	0	1	1	0
O_620	5	0	1	1	0

NAOMS AIR CARRIER SECTION D OUTLIER RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_623	5	0	0	1	1
O_624	5	0	0	1	0
O_625	5	0	0	1	0
O_634	5	0	0	1	0
O_636	5	0	0	1	0
O_641	.	.	.	.	.
O_642	4	0	0	1	0
O_645	5	0	1	1	0
O_649	5	1	0	1	0
O_658	4	0	0	1	0
O_662	5	0	1	1	0
O_674	5	0	1	1	0
O_68	5	0	0	1	0
O_680	5	0	0	1	0
O_689	5	0	0	1	0
O_690	4	0	0	1	0
O_692	5	0	1	0	0
O_695	5	0	0	1	0
O_70	4	0	1	1	0
O_705	5	0	0	1	0
O_706	5	0	0	1	0
O_709	5	0	1	1	0
O_71	5	0	0	1	0
O_710	4	0	1	1	0
O_713	4	0	0	1	0
O_715	5	0	0	1	1
O_725	5	0	1	1	0
O_728	5	0	0	1	0
O_73	5	0	0	1	1
O_731	5	0	0	1	0
O_732	.	.	.	.	.
O_733	5	0	0	1	0
O_734	.	.	.	.	.
O_739	5	0	0	1	0

NAOMS AIR CARRIER SECTION D OUTLIER RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_741	5	0	0	1	0
O_75	5	0	0	1	0
O_751	5	0	1	1	0
O_753					
O_754	5	0	1	1	1
O_759	5	0	1	1	0
O_76	5	0	0	1	0
O_77	5	0	0	1	0
O_773	4	0	0	1	0
O_778	5	1	1	1	0
O_78	4	0	1	1	0
O_781	4	0	0	1	0
O_785	4	0	1	1	0
O_786	5	0	1	1	0
O_788	5	0	1	1	0
O_789	5	0	0	1	0
O_791	5	0	1	1	0
O_793	1	0	0	1	0
O_797	5	0	0	1	0
O_798	5	0	0	1	0
O_804	5	0	0	1	0
O_809	3	0	0	1	0
O_81	5	0	0	1	1
O_811	4	0	1	1	0
O_812	4	0	0	1	0
O_814	5	0	1	1	0
O_815	4	0	1	1	0
O_819	4	0	0	1	0
O_821	4	0	0	1	0
O_824	5	0	1	1	0
O_825	5	0	0	1	0
O_828	5	0	1	0	0
O_833	4	0	0	0	1
O_841	4	0	1	1	0

NAOMS AIR CARRIER SECTION D OUTLIER RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_847	5	0	0	1	0
O_849	5	0	0	1	1
O_853	4	0	0	1	0
O_855	5	0	0	1	0
O_858	5	0	0	1	1
O_859	4	0	1	1	0
O_86	5	0	0	1	0
O_863	5	0	0	1	0
O_864	.	.	.	.	.
O_866	5	0	0	1	0
O_867	4	0	1	1	0
O_87	4	0	0	1	0
O_874	5	0	0	1	0
O_876	5	0	0	1	0
O_884	5	0	0	1	0
O_885	5	0	1	1	0
O_888	5	0	0	1	0
O_892	4	0	1	1	1
O_909	.	.	.	.	.
O_910	5	0	0	1	0
O_915	.	.	.	.	.
O_925	5	0	0	1	0
O_927	5	0	0	1	0
O_928	4	0	1	1	0
O_930	3	0	0	1	0
O_933	4	0	0	1	1
O_935	5	0	0	1	0
O_939	5	0	0	1	0
O_94	5	0	0	1	0
O_943	4	0	0	1	0
O_944	4	0	0	1	1
O_948	5	0	0	1	0
O_952	.	.	.	.	.
O_953	4	0	1	1	0

NAOMS AIR CARRIER SECTION D OUTLIER RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_958	5	0	0	1	0
O_962	5	0	1	1	0
O_965	4	1	1	1	0
O_966	5	0	1	1	1
O_968	4	0	0	1	0
O_971	4	0	1	1	1
O_975	4	0	0	1	0
O_980	4	0	1	1	0
O_982					
O_984	4	0	1	1	1
O_986	5	0	0	1	0
O_988	5	0	0	1	0
O_989	5	0	0	1	1
O_99	5	0	0	1	0
O_995	5	0	1	1	0
O_999	5	0	1	1	0

NAOMS AIR CARRIER SECTION D OUTLIER RECORDS - D2A

RandomID	D2A_Q
O_306	IC1
O_778	AT1

NO NON-NULL DATA FOR D2B, D2C, D2D, or D2E

D3A

WERE YOU PRESSURED BY YOUR COMPANY TO VIOLATE YOUR PERSONAL SAFETY, WERE YOU PRESSURED BY ANOTHER CREW MEMBER TO VIOLATE FAA REGULATIONS.

FATIGUE

THE PILOTS THAT ARE INSTRUCTORS HAVE NOT HAD ENOUGH TIME TO TRAIN. NEW PILOTS ARE NOT BEING TRAINED WELL ENOUGH.

FREQUENCY CONGESTION IN TERMINAL AREAS IS A BIG SAFETY CONCERN.

ARMING THE COCKPIT, COCKPIT SECURITY, AIR MARSHALS ON PLANES

CREWMEMBER FATIGUE

TRAFFIC SATURATION

NUMBER OF FLIGHT HOURS RELATED TO SURVEY. PILOT'S TOTAL TIME MORE IMPORTANT THAN LAST 60 DAYS.

I THINK WE NEED TO DO MORE RESEARCH REGARDING CRM--WE HAVE TO PUT MORE "ENERGY" ON CRM

FREQUENCY CONGESTION IS PROBLEMATIC IN THE US VERSUS INTERNATIONAL ATC

USE OF ENGLISH IS DIFFICULT TO UNDERSTAND DUE TO LACK OF USE BY FOREIGN CONTROLLERS.

SHOULD HAVE HAND HELD SURFACE TO AIR MISSILES AND HAVE FEDERAL OFFICERS ON INTERNATIONAL FLIGHTS.

AIRMAN DO NOT HAVE AN AVENUE TO REPORT SAFETY CONCERNS WITHOUT REPERCUSSIONS

THERE ARE BIG PROBLEMS WITH FATIGUE, ESPECIALLY AT NIGHT.

WE NEED BETTER COMMUNICATION BETWEEN CENTERS IN BAD WEATHER AT ARRIVAL AIRPORTS

TOO MUCH INFORMATION BEING GIVEN VERBALLY AND WRITTEN

FLIGHT CREW TRAINING AND PROFICIENCY AND DEPENDENCE ON AUTOMATION ARE PROBLEMS THAT I WANT ADDRESSED.

[redacted in entirety]

CONTROLLERS ARE TRYING TO ASSIGN TO MAINTAIN SEPARATION (NEED T-CAS ADVISORY).

FATIGUE ISSUES, AIRCRAFT STANDARDIZATION -DIFFERENT CONFIGURATIONS OF SAME PLANE

RADIO CONGESTION AND TRAFFIC

FLIGHT CREW REST

FATIGUE AND OVERLOAD IN COCKPIT DUE TO EQUIPMENT AND ATC

WHY HASN'T THE MONEY BEEN SPENT FROM THE AVIATION TRUST FUND TO GO TOWARDS AVIATION SAFETY INSTEAD OF BALANCING THE BUDGET.

CRM (CREW RESOURCE MANAGEMENT), ABILITY OF CREW MEMBERS TO ACT AS A GROUP AND COME UP WITH PROPER SAFETY RESULTS WHEN OPERATING IN AN UNSUAL SITUATION.

TOO MANY UNIMPORTANT ITEMS DISCUSSED IN THE COCKPIT.

PILOTS NEEDS MORE REST

COMMUNICATION WITH ATC - BOTH PARTIES NEED TO BE RESPONSIBLE. IF CLEARANCE READ BACK, MAKE SURE IT IS RECEIVED CORRECTLY.

D3A

INADEQUATE AQT-ST TRAINING DUE TO MANIPULATION BY COMPANIES AS COST SAVING MEASURE.
 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.
 TCAS DEVIATION. FAA IS WAY BEHIND IN OVERSEEING AVIATION COMMUNITY IN GENERAL.
 CREW REST AND DUTY LIMITS QUESTIONS
 ASK QUESTIONS ABOUT WHEN CREWMEMBERS WERE INTENTIONALLY DISTRACTED.
 HARD TO CONFIGURE, SLOW DOWN AND PLAN WITHIN THE LANDING ZONE. RUNWAYS SHOULD HAVE INSTRUMENT LANDING SYSTEM AND BME. LACK OF VISUAL APPROACH AT THE BUSIEST AIRPORTS. THEY SHOULD HAVE VACI ON EVERY RUNWAY.
 INTERNATIONAL ATC INFORMATION VERY HARD TO UNDERSTAND BECAUSE OF LANGUAGE BARRIER
 TIMELY WEATHER INFORMATION ESPECIALLY IN THE SUMMER WITH THUNDERSTORMS
 CREW REST
 FLIGHT FATIGUE
 CREW FATIGUE QUESTIONS AND DUTY REST QUESTIONS, HIGH FREQUENCY NOISE EXPOSURE
 ASK IF IT'S A 2 OR 3 MAN CREW FOR MONITORING PURPOSES. HOW MANY PILOT ERRORS WERE MADE WHEN INPUTTING DATA INTO THE FLIGHT MANAGEMENT SYSTEM.
 AIRPLANE MAINTENANCE IS POOR AND 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 A] ARE A MAJOR SAFETY ISSUE.
 GROUND OPERATIONS IN GENERAL, NOT JUST RUNWAY INCURSIONS
 T-CAS
 LAND AND HOLD SHORT OPERATIONS WHICH RESULT IN A HIGHER CAPACITY OF TRAFFIC HANDLED
 T-CAS ON ALL AIRCRAFT IN THE SYSTEM TO GIVE PRE-WARNING
 TOO MANY AIRPLANES LANDING AT AIRPORTS.
 PILOT FATIGUE
 PASSENGER SCREENING ISSUES
 T-CAS SYSTEM
 HOW HIGHER THAN NORMAL SPEED IS HANDLED ON APPROACH
 ASK ABOUT LAND AND HOLD OPERATIONS, TRAFFIC FROM INTERSECTING RUNWAYS
 A COUPLE YEARS AGO GOING INTO [AIRPORT X] THE WEATHER CONDITIONS (WINDS WERE GUSTING OVER 50 KNOTS) WERE NOT ON THE ATIS AND WAS NOT RELAYED TO [AIRPORT X] CONTROL OR APPROACH CONTROL. AS CREW MEMBERS THE 1ST TIME WE HEARD ABOUT IT WAS WHEN WE SWITCHED RADIO FREQUENCIES.
 CREW REST IS AN ENORMOUS ISSUE AND DUTY TIME.
 PILOT FATIGUE

D3A

[AIRPORT X] TO [AIRPORT X]: INS TURNED PLANE TOO SOON, MOVING INTO MILITARY AIRSPACE, ATC PICKED UP ON THIS AND VECTORED PLANE BACK TO CORRECT POINT. IN MAINLAND [LOCATION X]- MOVING BETWEEN [LOCATION X] AND [LOCATION X], TRANSFER INFORMATION WAS NOT PASSED ON TO NEW CONTROL CENTER.

AIRPORT SECURITY: CURRENT GOVERNMENT ENFORCED AIRPORT SECURITY SCREENING PROCEDURES ARE COMPLETELY INEFFECTIVE AND INAPPROPRIATE.

CLEARANCES TO CROSS OR ENTER ACTIVE RUNWAY BY GROUND CONTROL IS UNACCEPTABLE AND SHOULD ONLY BE BY TOWER.

CREWMEMBER FATIGUE

CHANGING OF RUNWAYS WITHIN 10 MILES IS A PROBLEM; FREQUENCY CONGESTION ON DOMESTIC; ON APPROACH, BEING TOLD TO KEEP SPEED UP DURING APPROACH; NOT HAVING ENOUGH TIME TO ADJUST TO FINAL INSTRUCTIONS TO LAND.

DROP THE WORD HEAVY

ATC, CONGESTION, RADIO, ALSO WEATHER DEVIATIONS, LACK OF COMPASSION BY ATC FOR THE DEVIATION.

STANDARDIZATION OF RUNWAY AND TAXIWAY MARKINGS.

CREW REST AND DUTY TIME

UNQUALIFIED ATC, ANTIQUATED ATC SYSTEM

ATC REQUIRED TO GIVE A LOT OF INFORMATION CREW ALREADY HAVE THROUGH OTHER SOURCES THEREBY CONTRIBUTING TO FREQUENCY CONGESTION.

CONGESTION

NOTAMS SYSTEM IS INADEQUATE - ABBREVIATIONS AND DECIPHERINGS ARE IMPOSSIBLE AND WORTHLESS. NATIONAL WEATHER SYSTEM - CODES AND ABBREVIATIONS ARE VERY OFTEN NOT TO BE FOUND.

LACK OF HONEST, COMPLETE REPORTING OF THE AMOUNT OF SCREENING THAT IS DONE TO CARRY ON BAGGAGE AND BAGGAGE THAT IS CHECKED IN.

IS THERE SUFFICIENT NUMBER OF ATC. THERE SHOULD BE ONE STANDARD FOR PCA.

FATIGUE

MISSED RADIO CALLS

AIRSPACE CONGESTION IF A PILOT SEES A TREND AMONG [AIRCRAFT TYPE A] TRAFFIC

FREQUENCY CONGESTION MAINLY OUTSIDE THE US

SHOULD BE MORE EMPHASIS ON SPEED STANDARDIZATION IN TERMINAL AREA IN COMPLIANCE WITH AIRCRAFT PROFILE VERSUS ATC REQUIREMENTS.

DUTY TIME, AND BACKSIDE OF THE CLOCK AND INTERNATIONAL FLYING HOURS.

SECURITY AND CREW MEMBERS GOING THROUGH SECURITY

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.

D3A

RUNWAY INCURSIONS - PROBLEM WITH CONTROLLERS ADDING ADDITIONAL CONGESTION IN AN EFFORT TO MAKE MORE MONEY, ADD MORE QUESTIONS ABOUT CONGESTION ISSUES.
 LATE APPROCH AND RUNWAY ASSIGNMENT FOR LANDING.
 REGIONAL PLANES IN COMMERCIAL SPACE, TEMPORARY FLIGHT RESTRICTIONS
 FOCUS MORE ON SECURITY
 FREQUENCY CONGESTION-THINK DIGITIZING MAY HELP
 UNIVERSAL FAA ISSUED CARD INSTEAD OF EACH AIRLINE ISSUED
 [AIRLINE A] POLICIES - DAY FLYING MIXED WITH NIGHT FLYING. NO REGARD FOR CIRCADIAN RHYTHM. AND, NEW RULE TO GET JUMP SEATERS BACK. THIS IS USED AS A PERK FOR LOW-PAID GROUND CREWS.
 TOO MANY IDIOTS FLYING AIRPLANES TODAY
 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.
 SECURITY ISSUES, FOR EXAMPLE, THE WAY RELEASES ARE HANDLED, FEELS PROCEDURES ARE NOT FOLLOWED AS CLOSELY AS THEY SHOULD BE.
 FREQUENCY CONGESTION IS ALWAYS A PROBLEM.
 EXPEDITING CLIMBS TO AN ALTITUDE WITH TRAFFIC WITHIN 5 NAUTICAL MILES
 CREW REST AND FATIGUE - NEED SLIDING DUTY TIME SCHEDULING TOWARDS REDUCTION OF HOURS.
 AIRPLANES FLYING NON-PRECISION APPROACHES
 (60 DAYS IS BRIEF PERIOD) COULD HAVE BEEN LONGER, FREQUENCY CONGESTION IS A BIG ISSUE
 CREWMEMBER COMPETENCY, FOR EXAMPLE, HAVE YOU FLOWN RECENTLY WITH ANYONE WHOSE COMPENTENCY WOULD AND/OR SHOULD BE QUESTIONED.
 AIRCRAFT INSPECTION
 TAIL WIND LANDINGS
 CONTROLLERS VERY OFTEN DO NOT LISTEN TO READBACK FROM PILOTS.
 CONTROLLER WORKING MULTIPLE FREQUENCIES
 WAKE TURBULENCE ENCOUNTERS ENROUTE CAUSED BY AIR TRAFFIC CONTROL
 CREWMEMBER FATIGUE AND MAINTAINCE PROBLEMS
 PASSENGER DISTURBANCE
 FREQUENCY AND TRAFFIC CONGESTION AND ANTIQUATED FAA SYSTEMS AND REGULATIONS.
 FOLLOW TCAS ALERT TO AVOID COLLISION WITH ANOTHER AIRCRAFT. ALSO, HOW UNDERSTANDABLE IS A VERBAL ATIS.

DUTY TIME; REST PERIODS FOR PILOTS; THE AMOUNT OF FYLING WE CAN DO
 SLEEP DEPREEVATION, SCHEDULING AND REST REQUIREMENTS
 CREW FATIGUE

D3A

ALL PARTS INCLUDING SECTION 91 SHOULD HAVE T-CAS ADVISORY. T-CAS SHOULD BE MANDATORY. ASK MORE QUESTIONS ABOUT ATC.

WE SHOULD HAVE POSITIVE BAG MATCH ON ALL FLIGHTS

CREW FATIGUE

SLOPPY ADHERENCE OF THE FAA, OUT DATED. NASA IS MUCH MORE UPDATED.

HOW MANY T-CAS RELATED WARNINGS IN OTHER THAN CRUISE FLIGHT

D5A

SHOULD EXPAND THE RECALL THE TIME PERIOD FROM [X] DAYS
 WANTS A COPY OF SURVEY
 EXCELLENT QUESTIONS. MORE INTERACTING SURVEY FOR CREWMEMBERS NEEDED. THANK YOU VERY MUCH.
 I THINK THE SURVEY QUESTIONS ARE GOOD BUT THE TIMEFRAME SHOULD BE LONGER THAN [X] DAYS.
 RESPONDENT SAID DO SURVEY ON INTERNET OR WHEN SENDING LETTER BE MORE SPECIFIC ABOUT THE SURVEY SO THEY
 DON'T THINK THIS IS JUNK MAIL.
 FAA IS NOT DOING ITS JOB EFFECTIVELY
 VERY GOOD
 GREAT
 NEED TO INVESTIGATE SLEEPING IN THE COCKPIT
 MAYBE USE INTERNET SURVEY SOMETIME
 PILOT'S POSITION IS CALLED "HOT STAND BY" MEANING STANDING BY IN CASE HE'S NEEDED, AND MOST OF THE TIME HIS
 FLYING TIME IS LIMITED. HE FEELS [X]-DAY PERIOD LIMITS HIM FROM GIVING ANY REAL INPUT TO SURVEY.
 THE INTERNET WOULD BE BETTER TO HANDLE THESE INTERVIEWS. WE'RE GYPSIES AT HEART AND NOT EASY TO GET IN
 TOUCH WITH.
 YOU WILL NOT GET THE ANSWERS YOU NEED USING THE SHORT TIME FRAMES OF THIS STUDY. YOU NEED TO TALK TO
 RETIREES IF YOU WANT THE TRUTH.
 THIS IS THE 2ND OR 3RD NASA SURVEY I'VE DONE-ALL VERY CONSISTENT, CONCISE & THOROUGH
 HAVE THE PILOT'S MORE PREPARED ABOUT THE SURVEY. MAYBE LET THEM KNOW ABOUT QUESTIONS.
 DON'T NEED TO REPEAT [X] DAY RECALL PERIOD
 THE SURVEY SHOULD GO BACK FURTHER THAN THE LAST [X] DAYS.
 THE WEATHER RELATED QUESTIONS SHOULD BE ASKED SEASONALLY
 MAY BE EASIER TO DO STUDY ON INTERNET
 NEED TO BE MEASURED BY MORE TIME
 ACTUALLY, WHATEVER HAPPENED TO THE NASA SLEEP STUDY? I'VE BEEN AN [occupation] & HAVE NEVER BEEN ABLE TO
 FIND THE RESULTS
 SUGGEST HAVING NASA TECHNICAL PEOPLE ASSIST THE SURVEYORS
 DOES NOT ADDRESS FATIGUE, A BIG ISSUE.
 SHOULD ASK ABOUT FATIGUE