

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
1	5	0	1	1	0
2					
3	5	0	1	0	0
4	5	0	0	1	1
5	5	1	1	1	0
6	5	0	0	0	0
7	4	0	0	0	0
8	5	0	0	1	0
9	4	0	0	1	0
10	4	1	0	1	0
11	5	0	0	1	0
12	5	0	0	1	1
13	5	0	0	1	0
14	5	0	0	1	0
15	4	0	0	1	0
16	5	0	1	1	0
17	4	1	0	1	0
18	4	1	1	1	0
19	4	0	0	1	0
20	5	0	1	1	0
21	4	0	0	1	0
22	4	0	0	1	0
23	4	0	0	1	0
24	3	0	0	1	0
25	5	0	0	1	1
26	4	0	1	1	0
27	5	0	1	1	0
28	4	0	0	1	0
29	5	0	1	1	1
30	4	0	0	1	1
31	4	0	0	1	1
32	4	0	0	1	0
33	5	0	0	1	0
34	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
35	5	1	1	1	0
36	5	1	1	1	0
37	4	1	0	1	0
38	5	1	1	1	0
39	3	0	1	1	0
40	5	1	0	1	0
41	4	0	1	1	0
42	5	0	1	1	0
43	5	0	1	1	0
44	4	0	0	1	0
45	5	1	0	1	0
46	4	0	0	1	0
47	5	0	0	1	0
48	4	0	0	1	0
49	4	1	1	1	0
50	4	0	0	1	0
51	3	0	1	1	0
52	5	0	1	1	0
53	5	0	0	1	0
54	4	0	0	1	0
55	4	1	0	1	1
56	5	0	1	1	0
57	5	0	0	1	0
58	5	0	1	1	0
59	4	0	1	1	1
60	5	1	1	0	0
61	4	0	0	1	0
62	4	0	0	1	0
63	4	0	1	1	0
64	3	0	0	1	0
65	5	0	0	1	0
66	5	1	1	1	0
67	4	0	0	0	0
68	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
69	4	0	0	1	0
70	4	0	1	1	0
71	5	1	0	1	1
72	4	1	1	0	0
73	5	1	1	1	0
74	5	0	0	1	0
75	4	0	1	1	1
76	5	0	0	1	0
77	5	0	1	1	0
78	5	0	0	1	0
79	4	0	0	1	0
80	4	0	1	1	0
81	5	0	0	1	0
82	4	0	0	1	0
83	4	1	1	1	0
84	5	0	1	1	0
85	5	0	1	1	0
86	5	0	1	1	1
87	5	0	0	1	1
88	4	0	1	1	0
89	4	0	0	1	0
90	4	0	0	1	0
91	5	0	1	1	0
92	5	0	1	1	0
93	5	0	0	1	0
94	5	0	0	1	0
95	5	0	0	1	1
96	5	0	0	1	0
97	4	0	0	0	0
98	4	0	0	1	0
99	4	1	0	1	1
100	5	0	0	1	0
101	5	0	1	1	0
102	5	1	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
103	4	0	1	1	1
104	4	0	0	1	0
105	5	0	0	1	0
106	5	0	1	1	0
107	5	0	1	1	0
108	5	0	0	1	0
109	4	0	0	1	0
110	5	0	1	1	0
111	5	0	1	1	0
112	5	0	0	0	0
113	4	0	0	1	0
114	4	0	0	1	0
115	4	0	0	1	0
116	4	0	1	0	0
117	5	0	0	1	0
118	5	1	1	1	0
119	4	0	1	1	1
120	5	0	0	1	1
121	5	0	1	1	0
122	5	0	1	1	0
123	5	0	0	1	0
124	4	0	0	1	1
125	5	1	0	1	0
126	4	0	0	1	0
127	4	0	0	1	0
128	4	0	1	1	0
129	4	0	0	1	0
130	3	0	0	0	0
131	5	1	1	1	1
132	4	1	1	0	0
133	5	0	1	1	0
134	2	1	0	1	0
135	5	0	1	1	0
136	5	0	0	1	1

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RandomID	GD1	GD2	GD3	GD4	GD5
137	4	0	1	1	0
138	4	0	0	1	1
139	3	0	1	1	0
140	4	1	0	1	0
141	4	0	0	1	0
142	5	0	0	1	0
143	4	0	0	1	0
144	5	0	0	0	0
145	5	0	0	0	0
146	4	0	0	1	0
147	4	0	1	1	0
148	4	0	1	1	0
149	4	1	1	1	1
150	4	0	0	1	0
151	5	0	0	1	1
152	5	0	0	1	0
153	4	0	0	1	0
154	4	0	1	0	0
155	5	0	1	1	0
156	5	0	1	1	0
157	5	0	0	1	0
158	4	0	1	1	0
159	4	0	0	1	1
160	5	0	0	1	0
161	4	0	1	1	0
162	3	1	1	1	0
163	5	0	0	1	0
164	5	1	0	1	0
165	4	0	0	1	0
166	4	0	0	1	0
167	5	1	1	1	1
168	5	0	0	0	0
169	5	0	1	0	0
170	4	1	0	1	1

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RandomID	GD1	GD2	GD3	GD4	GD5
171	5	0	1	1	0
172	4	0	0	1	0
173	4	0	0	1	0
174	5	0	0	1	1
175	4	0	0	1	0
176	4	0	1	0	0
177	4	0	1	1	0
178	5	0	0	1	0
179	5	0	0	1	0
180	4	0	1	1	0
181	5	0	1	1	1
182	4	1	1	1	0
183	4	0	1	1	0
184					
185	5	1	1	1	1
186	5	0	0	1	0
187	5	0	0	1	0
188	4	0	0	1	0
189	5	0	0	1	0
190	4	0	0	1	1
191	4	0	0	1	0
192	4	0	0	1	0
193	4	0	0	1	0
194	5	1	0	1	0
195	4	0	0	1	0
196	5	1	0	1	1
197	4	0	0	1	0
198	5	0	1	1	0
199	5	0	1	1	0
200	5	0	0	1	0
201	5	0	1	1	0
202	5	0	0	1	0
203	4	0	1	1	0
204	4	1	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
205	3	0	0	1	0
206	4	0	1	1	0
207	3	0	0	0	0
208	4	0	0	1	0
209	4	1	0	1	1
210	5	0	0	1	0
211	3	1	1	1	1
212	4	0	1	1	1
213	3	0	0	1	0
214	4	0	0	1	0
215	5	0	1	1	0
216	4	0	1	1	0
217	3	0	0	0	0
218	5	0	0	1	0
219	4	0	1	1	0
220	4	0	0	1	0
221	5	0	1	1	0
222	4	0	0	1	0
223	4	1	0	0	0
224	5	0	0	1	0
225	4	0	0	1	1
226	4	0	1	1	0
227	4	0	0	1	0
228	4	0	1	1	0
229	5	0	0	1	0
230	2	1	1	1	0
231	5	0	1	1	0
232	4	0	0	1	0
233	5	0	0	1	1
234	3	1	1	1	0
235	5	0	0	1	1
236	3	0	0	1	1
237	4	0	1	1	0
238	4	1	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
239	4	0	0	1	0
240	5	0	1	1	0
241	4	0	1	1	0
242	4	0	0	1	1
243	5	0	0	1	0
244	4	0	0	1	0
245	4	0	0	1	0
246	5	1	1	1	0
247	5	0	1	1	0
248	5	0	1	0	0
249					
250	5	0	1	1	0
251	4	0	0	1	0
252	4	0	1	1	0
253	4	0	0	1	0
254	4	0	1	1	0
255	5	0	1	1	0
256	5	0	0	1	0
257	4	0	0	1	0
258	5	0	0	1	0
259	5	0	1	1	0
260	3	0	0	1	0
261	5	0	1	1	0
262	4	0	1	1	0
263	4	0	1	1	0
264	5	1	1	1	0
265	4	0	1	1	0
266	5	0	0	1	0
267	4	1	0	1	0
268	5	0	1	1	0
269	4	0	1	1	0
270	5	0	0	1	0
271	5	0	1	1	0
272	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
273	5	0	1	1	0
274	4	0	1	1	0
275	5	0	1	0	1
276	5	0	1	1	0
277	5	0	0	1	0
278	4	0	0	0	0
279	4	0	0	1	0
280	5	0	0	0	1
281	4	0	0	1	0
282	3	1	0	1	0
283	5	0	1	1	1
284	5	0	1	1	0
285	5	0	0	1	0
286	5	0	0	1	0
287	5	0	0	1	0
288	4	0	0	1	0
289	4	1	0	1	1
290	5	1	1	1	0
291	5	0	0	1	0
292	4	0	0	1	0
293	3	0	1	1	0
294	5	0	1	1	0
295	5	1	0	1	0
296	5	0	0	1	1
297	4	0	0	1	0
298	5	0	0	1	0
299	3	0	1	1	0
300	4	0	0	1	0
301	5	0	1	1	1
302	5	0	0	1	0
303	4	0	0	1	0
304	4	0	0	1	0
305	4	0	0	1	0
306	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
307	4	0	1	1	1
308	4	0	1	1	0
309	4	0	1	1	0
310	4	0	1	1	0
311	4	0	1	1	0
312	4	0	0	1	0
313	5	0	0	1	0
314	4	1	0	1	0
315	5	0	1	1	0
316	5	1			0
317	5	0	0	1	1
318	5	0	0	1	0
319	4	0	1	1	1
320	5	0	0	1	0
321	5	0	1	1	0
322	3	0	0	1	1
323	5	0	1	1	0
324	5	0	0	1	0
325	5	1	1	0	0
326	5	0	0	1	0
327	4	0	0	1	1
328	5	0	0	1	0
329	5	0	1	1	0
330	5	0	0	1	0
331	4	0	0	1	0
332	5	1	1	0	0
333	5	0	0	1	0
334	4	1	0	1	0
335	5	0	0	1	0
336	5	0	0	1	0
337	4	0	0	1	0
338	4	0	1	1	0
339	4	0	1	1	0
340	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
341	5	0	1	1	0
342	5	0	0	1	0
343	5	0	0	1	0
344	4	1	1	1	1
345	5	0	1	1	0
346	4	0	0	1	1
347	5	0	0	1	1
348	5	0	1	1	1
349	4	0	0	1	0
350	5	0	0	1	0
351	5	0	1	1	1
352	5	0	1	1	0
353	3	0	0	1	0
354	5	0	1	1	0
355	4	1	1	1	0
356	5	1	0	1	0
357	4	0	0	1	0
358	4	0	0	1	1
359	3	0	1	1	0
360					
361	4	0	0	1	0
362	4	0	0	1	0
363	3	0	0	1	0
364	5	0	1	1	1
365	4	0	1	1	0
366	5	0	0	1	0
367	3	0	1	1	0
368	3	0	0	1	0
369	5	0	0	1	0
370	5	0	0	1	0
371	4	0	0	1	0
372	5	0	0	1	1
373	4	0	0	0	0
374	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
375	4	0	0	1	0
376	5	0	0	1	1
377	5	0	0	1	0
378	5	0	0	0	0
379	5	0	1	0	0
380	5	0	0	1	0
381	4	0	0	1	1
382	5	0	0	1	0
383	5	0	0	1	0
384	5	0	0	1	0
385	4	0	0	1	0
386	5	0	1	1	1
387	5	0	0	0	0
388	5	0	0	0	0
389	4	0	0	1	0
390	4	0	0	1	0
391	4	1	0	0	0
392					
393	5	0	0	1	0
394	5	0	0	1	1
395	5	0	0	0	1
396	3	0	1	1	0
397	5	0	0	1	0
398	3	0	0	1	0
399	5	0	0	1	0
400	4	0	0	0	1
401	4	0	0	1	0
402	4	0	1	1	0
403	4	0	0	1	0
404	4	0	0	0	0
405	4	1	1	1	0
406	4	0	0	1	0
407	5	0	0	1	1
408	5	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
409	5	0	0	0	0
410	4	0	1	0	0
411	5	0	0	1	0
412	5	0	1	0	0
413	5	0	0	1	0
414	4	0	0	1	1
415	4				
416	4	0	1	1	0
417	5	0	0	1	1
418	4	0	1	1	0
419	4	0	0	1	0
420	5	0	0	1	0
421	4	0	1	1	0
422	5	0	0	1	0
423	5	0	0	1	0
424	4	1	0	0	0
425	4	0	0	1	0
426	5	0	0	1	0
427	4	0	1	1	0
428	5	0	1	1	0
429	5	0	1	1	1
430	4	0	0	0	0
431	5	0	0	1	0
432	4	1	0	0	1
433	4	0	0	1	1
434	5	0	0	1	0
435	4	0	0	1	0
436	4	0	1	1	0
437	4	1	0	1	0
438	4	0	1	1	0
439	4	0	0	1	0
440	4	0	1	1	0
441	3	0	1	1	0
442	3	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
443	5	0	1	1	1
444	5	1	0	1	0
445	4	0	0	1	0
446	4	0	0	1	0
447	5	0	1	1	0
448	4	0	0	1	0
449	4	0	0	1	0
450	5	0	0	1	0
451	3	0	0	1	0
452	5	0	0	1	0
453	4	0	1	1	0
454	5	1	0	1	1
455	4	0	0	1	0
456	5	0	0	0	1
457	4	1	0	1	0
458	4	0	0	1	1
459	5	0	0	1	0
460	5	0	0	1	0
461	5	0	1	1	0
462	5	1	1	1	0
463	5	1	1	1	0
464	5	0	1	1	0
465	3	0	0	1	0
466	3	0	0	1	0
467	4	0	0	1	0
468	5	0	1	1	1
469	5	0	0	1	0
470	5	0	0	1	0
471	5	0	0	1	1
472	5	0	0	1	0
473	4	0	0	1	0
474	5	0	0	0	0
475	5	0	0	1	0
476	4	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
477	5	0	0	1	0
478	5	0	0	1	0
479	5	0	0	1	0
480					
481	5	0	0	1	0
482	5	0	1	1	0
483	5	0	0	1	0
484	5	0	1	1	0
485	5	0	0	0	0
486	3	0	0	1	0
487	5	0	0	1	0
488	4	0	0	1	0
489	4	0	0	1	0
490	5	0	0	1	0
491	5	0	0	1	0
492	4	0	1	0	0
493	4	0	0	1	0
494	4	0	1	1	0
495	4	0	0	1	0
496	5	0	1	1	0
497	5	0	1	1	1
498	5	0	0	1	0
499	5	1	0	1	0
500	5	0	1	1	0
501	4	0	0	1	0
502	5	0	1	1	0
503	4	0	0	1	0
504	4	1	1	1	1
505	5	0	0	1	0
506	4	1	0	1	0
507	5	0	0	1	1
508		0		1	0
509	4	1	0	1	0
510	4	0	0	0	0

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RandomID	GD1	GD2	GD3	GD4	GD5
511	5	0	0	1	0
512	4	0	0	1	1
513	5	0	0	1	0
514	5	0	0	1	0
515	5	0	0	1	0
516	4	0	0	1	0
517	4	0	0	1	0
518	4	0	1	1	0
519	5	0	0	1	0
520	4	0	1	1	0
521	4	0	0	1	1
522	5	0	0	1	0
523	4	1	0	1	0
524	4	0	1	1	1
525	5	0	0	1	0
526	4	0	0	1	0
527	5	0	0	1	0
528	4	0	0	0	0
529					
530	5	0	0	1	0
531	5	0	0	1	1
532	5	0	1	0	0
533	4	1	0	1	0
534	5	0	0	1	0
535	4	0	0	1	0
536	5	1	1	1	0
537	3	0	0	1	0
538	4	0	0	1	0
539	4	0	1	1	0
540	4	0	1	1	0
541	4	0	0	1	0
542					
543	4	0	0	1	0
544	4	0	0	0	1

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RandomID	GD1	GD2	GD3	GD4	GD5
545	4	0	1	1	0
546	5	0	0	0	1
547	3	0	0	1	0
548	5	0	0	1	0
549	5	0	1	1	0
550	5	0	1	1	0
551	5	0	0	1	0
552	5	0	0	1	0
553	4	0	1	1	0
554	4	0	1	1	1
555	5	0	0	1	0
556	4	0	0	1	0
557	4	0	0	1	0
558	3	0	0	0	0
559	5	1	0	1	1
560	5	1	1	1	1
561	5	0	0	1	0
562	5	0	0	1	0
563	5	0	0	1	0
564	5	0	1	1	0
565	4	0	0	1	1
566	4	1	0	1	0
567	4	0	1	1	0
568	5	0	0	0	0
569	3	0	0	0	0
570	5	0	0	1	0
571	4	0	1	1	0
572	5	0	1	1	0
573	4	0	0	1	1
574	5	0	0	1	0
575	4	1	0	1	0
576	4	0	0	1	0
577	5	0	1	1	1
578	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
579					
580	5	0	1	0	0
581	4	0	0	0	0
582	4	0	0	1	0
583	4	0	1	1	1
584	5	0	1	1	0
585	4	0	1	1	0
586	3	0	0	1	0
587	4	1	1	1	1
588	5	1	0	1	0
589	3	1	1	1	1
590	4	0	0	1	0
591	4	0	0	1	0
592	5	1	1	1	1
593	5	0	0	1	1
594	5	0	1	1	0
595	4	0	0	1	0
596	4	0	1	1	0
597	5	0	0	1	0
598	5	0	0	0	0
599	5	0	0	1	0
600	4	1	1	1	1
601	4	0	0	1	0
602	5	0	0	1	0
603	5	0	0	1	1
604	4	0	1	1	0
605	5	0	0	1	0
606	5	0	1	0	1
607	4	0	0	1	0
608	3	0	1	0	0
609	4	0	1	1	0
610	4	0	1	1	0
611	5	0	0	1	0
612	4	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
613	2	1	1	0	0
614	4	0	0	1	0
615	5	0	1	1	0
616	5	0	1	1	0
617	4	0	0	1	0
618	3	0	0	0	0
619	4	0	0	1	0
620	5	0	0	1	0
621	5	0	0	0	0
622	5	0	0	0	0
623	4	1	0	1	0
624	4	0	0	1	1
625	5	0	1	1	0
626	5	0	0	1	0
627	5	0	0	1	0
628					
629	5	0	0	1	0
630	4	0	0	1	0
631	4	0	1	1	0
632	3	0	0	1	0
633	4	0	0	1	0
634	4	0	0	0	0
635	4	0	1	1	0
636	5	0	0	1	0
637	5	0	0	1	0
638	4	0	0	1	0
639	5	0	0	1	0
640	4	0	1	0	0
641	4	0	0	1	0
642	4	0	0	1	0
643	4	0	0	1	0
644	4	0	0	1	0
645	5	0	1	0	0
646	4	0	0	1	1

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
647	5	0	1	1	0
648	5	1	0	1	0
649	5	0	0	1	0
650	4	0	0	1	0
651	4	0	0	1	0
652	5	0	1	1	1
653	4	0	0	1	0
654	4	0	0	1	0
655	4	0	1	1	0
656	4	0	0	0	0
657	4	0	1	1	0
658	5	0	1	1	0
659	5	1	1	1	0
660	4	0	0	1	0
661	4	0	1	1	0
662	4	0	0	1	1
663	3	0	0	1	0
664	4	0	1	1	1
665	5	0	1	1	0
666	4	0	0	1	0
667	4	0	0	1	0
668	5	0	0	1	1
669	5	0	1	1	0
670	4	0	0	1	0
671	5	0	1	1	1
672	3	0	1	1	1
673	4	0	1	1	0
674	5	0	0	1	0
675	5	0	0	1	0
676	5	0	1	1	0
677	5	0	1	0	0
678	5	1	0	1	0
679	4	1	0	1	0
680	5	0	1	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
681	4	0	1	1	0
682	5	0	0	1	0
683	4	0	1	1	1
684	4	1	1	1	0
685	5	0	0	1	0
686	5	0	0	1	0
687	5	0	0	1	0
688	4	1	1	1	0
689	5	1	0	1	0
690	4	0	1	1	0
691	4	0	1	0	0
692	4	0	0	1	0
693	4	0	0	1	0
694	5	0	0	1	0
695	5	0	0	1	0
696	4	0	0	1	0
697	4	0	0	1	1
698	5	0	0	1	0
699	5	0	1	1	1
700	4	0	0	1	0
701	5	0	0	1	0
702	4	0	0	0	0
703	1	0	0	1	1
704	5	0	0	1	0
705	4	0	1	1	0
706	5	0	0	1	0
707	5	0	0	0	0
708	5	0	0	1	1
709	5	1	1	1	0
710	5	0	0	1	0
711	4	0	1	1	0
712	5	0	0	1	0
713	4	0	0	0	0
714	4	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
715	5	1	1	1	0
716	3	0	1	1	1
717	5	0	0	1	0
718	4	0	0	1	0
719	4	0	1	1	0
720	5	0	1	1	1
721	5	0	1	1	0
722	4	0	0	1	0
723	4	0	1	1	0
724	3	1	0	1	0
725	5	1	0	0	0
726	5	0	0	1	1
727	4	0	0	1	0
728	5	0	1	1	0
729	5	0	1	1	1
730	5	0	0	1	0
731	5	0	1	1	0
732	3	0	1	1	0
733	4	0	0	1	0
734	4	0	1	1	0
735	4	0	0	1	1
736	5	0	0	1	0
737	5	1	0	1	0
738	5	0	0	1	0
739	4	1	0	1	0
740	3	0	0	1	1
741	4	0	0	0	0
742	4	0	0	1	0
743	5	0	0	1	0
744	5	0	0	1	0
745	4	0	0	1	0
746	5	0	0	0	0
747	4	0	0	1	0
748	4	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
749	4	0	0	0	0
750	4	0	0	0	0
751	4	0	1	1	0
752	4	1	1	1	0
753	4	0	0	1	0
754	5	0	0	1	0
755	5	0	0	0	0
756	5	0	0	1	0
757	4	0	0	1	0
758	5	0	0	1	0
759	4	0	0	1	0
760	5	0	1	1	0
761	5	0	0	0	0
762	5	0	0	1	0
763	5	0	1	1	0
764	4	0	0	1	0
765	5	0	0	1	0
766	4	0	1	1	1
767	4	0	0	1	0
768	5	0	0	1	0
769	5	0	0	1	0
770	4	0	0	0	1
771	5	0	0	0	0
772	4	1	1	1	1
773	5	1	0	1	0
774	3	0	1	1	0
775	4	0	0	1	0
776	5	0	0	1	0
777	5	0	0	1	0
778	4	0	0	1	0
779	4	0	0	1	0
780	5	0	0	1	0
781	4	0	1	1	0
782	5	0	0	1	1

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
783	2	0	0	1	0
784	4	0	1	0	0
785	4	0	0	1	0
786	5	0	1	1	0
787	4	0	0	1	0
788	4	0	0	1	1
789	5	0	1	1	0
790	5	0	0	1	0
791	5	0	1	1	0
792	5	0	1	1	0
793	5	0	0	1	0
794	5	0	0	1	0
795	5	0	0	1	0
796	5	0	0	1	0
797	4	0	1	0	0
798	4	0	0	1	1
799	4	0	0	1	0
800	4	0	0	1	0
801	4	0	0	1	0
802	5	0	1	1	1
803	5	0		1	0
804	4	0	0	1	0
805	5	0	0	1	1
806	4	0	0	1	0
807	3	0	0	1	0
808	5	0	1	0	1
809	4	0	0	0	0
810	4	0	0	1	0
811	5	0	0	1	0
812	5	0	1	1	1
813	4	0	1	1	0
814	4	0	0	1	0
815	5	0	0	1	0
816	5	0	0	1	1

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
817	5	0	1	1	0
818	4	0	0	0	0
819	4	0	0	1	0
820	4	0	0	1	0
821	5	1	1	1	0
822	5	0	0	1	1
823	5	0	0	1	0
824	5	0	0	1	1
825	4	0	0	1	0
826	4	0	0	1	0
827	4	0	1	1	0
828	4	0	0	0	0
829	4	0	0	1	0
830	5	0	0	1	0
831	3	0	1	1	0
832	4	0	0	1	0
833	5	0	0	1	0
834	4	0	1	1	0
835	5	0	0	1	0
836	4	1	1	1	0
837	4	0	1	1	1
838	4	0	1	0	0
839	4	1	0	1	0
840	5	1	1	1	0
841	5	0	0	1	0
842					
843	5	0	0	1	0
844	5	0	0	1	0
845	5	0	0	1	0
846	4	0	1	1	0
847	4	0	1	1	0
848	5	0	1	1	1
849	4	0	0	1	0
850	5	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
851	5	0	0	1	0
852	5	0	0	1	0
853	5	1	1	1	0
854	5	0	0	1	0
855	5	0	0	1	0
856	4	0	0	1	0
857	5	0	0	1	0
858	3	0	0	1	0
859	5	1	1	1	0
860	5	0	1	1	0
861	4	0	0	1	0
862	5	0	0	1	1
863	4	1	0	1	0
864	5	0	0	1	0
865	4	1	0	1	0
866	4	0	1	1	0
867	4	0	0	1	0
868	5	0	1	1	0
869	4	0	0	1	1
870	4	0	1	1	1
871	5	0	1	1	0
872	3	0	0	1	0
873	5	0	1	1	0
874	5	0	1	1	0
875	3	0	0	1	0
876	5	0	0	1	0
877	4	0	0	1	0
878	5	0	1	1	0
879	4	0	0	1	1
880	5	0	0	1	0
881	4	0	0	1	0
882	4	0	0	1	0
883	4	1	0	1	0
884	5	0	0	0	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
885	4	0	0	1	0
886	5	0	0	0	0
887	5	0	0	1	0
888	5	0	0	1	0
889	4	0	0	1	1
890	5	0	0	1	0
891	5	0	0	1	1
892	4	0	0	1	0
893	5	1	0	1	0
894	4	1	1	1	0
895	4	1	0	1	0
896	4	0	0	1	0
897	4	0	1	1	0
898	4	0	0	1	1
899	4	0	0	0	0
900	5	0	0	1	1
901	5	0	1	1	1
902	5	0	0	1	0
903	5	0	0	1	0
904	5	0	0	0	0
905	5	1	0	1	0
906	4	0	0	1	0
907	5	0	1	1	0
908	5	0	0	1	0
909	5	0	0	1	1
910	5	0	0	1	0
911	4	1	0	1	1
912	4	0	1	1	1
913	5	0	1	1	0
914	5	1	1	1	0
915	5	0	1	1	0
916	4	0	0	1	0
917	3	0	1	1	0
918	5	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
919	4	0	0	1	0
920	4	0	1	1	0
921	4	0	1	1	0
922	4	0	0	0	0
923	4	0	0	1	0
924	4	0	0	1	0
925	5	0	0	1	0
926	4	0	0	0	1
927	5	1	1	1	0
928	4	0	1	1	0
929	5	0	1	1	0
930	4	0	0	1	0
931	3	0	1	1	0
932	4	0	0	1	0
933	5	0	0	1	0
934	5	1	0	1	0
935	4	0	0	1	0
936	5	0	0	1	0
937	4	0	0	1	0
938	4	0	0	1	0
939	5	0	0	1	0
940	5	0	0	1	0
941	4	0	1	1	0
942	4	0	0	1	0
943	5	0	0	1	0
944	4	0	0	0	0
945	4	0	1	1	0
946	4	0	0	1	0
947	4	0	0	1	0
948	5	0	1	1	0
949	5	1	0	1	0
950	4	1	1	1	0
951	5	0	0	0	0
952	4	1	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
953	5	0	1	1	0
954	4	0	0	0	0
955	5	1	1	1	0
956	5	0	1	1	1
957	4	1	1	1	0
958	4	0	1	1	0
959	5	0	0	1	0
960	4	0	1	1	0
961	4	0	0	1	0
962	5	0	1	1	0
963	4	0	0	1	0
964	4	0	0	1	0
965	5	0	1	1	0
966	5	0	0	1	0
967	5	0	1	1	0
968	4	0	0	0	0
969	4	0	0	1	0
970	5	0	0	1	0
971	5	0	1	1	0
972	5	0	0	1	0
973	5	0	1	1	0
974	3	1	1	1	1
975	5	1	1	1	0
976	5	1	0	1	1
977	5	0	1	1	0
978	5	0	0	1	1
979	5	0	1	1	0
980	5	1	1	1	0
981	3	0	1	1	0
982	4	0	0	1	0
983	5	0	1	1	1
984	4	0	0	1	1
985	4	0	0	1	0
986	4	0	1	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
987	4	0	0	1	0
988	4	0	0	1	0
989	4	0	1	1	0
990	4	0	1	1	0
991	4	0	1	1	1
992	4	0		1	0
993	5	0	1	1	0
994	4	0	1	1	0
995	5	0	0	0	1
996	5	0	0	1	0
997	4	1	1	1	1
998	5	0	1	1	0
999	4	0	0	1	0
1000	5	0	1	1	0
1001	5	0	0	1	0
1002	4	0	1	1	0
1003	5	0	0	1	0
1004	4	0	0	1	0
1005	4	0	0	1	0
1006	5	0	0	1	0
1007	4	0	0	1	1
1008	5	0	1	1	0
1009	5	0	0	1	0
1010	5	0	1	1	0
1011	4	1	0	1	0
1012	5	0	0	1	0
1013	4	0	0	1	0
1014	3	0	1	0	0
1015	4	0	0	1	0
1016	4	0	0	1	0
1017	5	0	0	1	1
1018	5	0	0	1	0
1019	4	0	0	1	1
1020	4	0	1	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
1021	5	0	0	1	0
1022	4	0	1	1	1
1023	5	1	1	1	0
1024	4	0	0	1	0
1025	4	0	1	1	0
1026	5	0	0	1	1
1027	4	0	1	1	0
1028	5	0	1	1	1
1029	4	0	0	1	0
1030	4	0	1	1	0
1031	4	1	0	0	1
1032	4	0	0	1	0
1033	5	1	0	1	0
1034	5	0	1	1	0
1035	5	0	0	1	0
1036	3	1	0	1	0
1037	3	0	0	1	0
1038	4	0	0	0	0
1039	5	0	1	1	0
1040	4	0	0	1	0
1041	5	0	1	1	0
1042	4	0	0	0	0
1043	5	0	1	1	0
1044	4	1	0	1	0
1045	4	0	0	1	0
1046	5	0	1	1	0
1047	4	0		1	0
1048	3	1	1	1	1
1049	4	0	0	1	0
1050	5	0	0	1	0
1051	4	0	0	1	0
1052	4	0	0	1	0
1053	5	0	0	1	0
1054	5	0	1	0	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
1055	5	0	0	1	0
1056	5	0	0	0	0
1057	5	0	0	1	0
1058	5	0	1	1	0
1059	4	0	1	1	1
1060	3	0	0	1	0
1061	4	0	1	1	0
1062	5	0	1	1	0
1063					
1064	5	0	0	1	0
1065	4	0	0	1	0
1066	5	1	0	1	0
1067	3	0	1	1	1
1068	5	0	1	1	1
1069	5	0	0	1	0
1070	5	0	1	1	0
1071	4	0	0	1	0
1072	5	0	0	1	0
1073	5	0	0	1	0
1074	5	0	0	1	0
1075	4	0	0	1	0
1076	5	0	0	1	0
1077	5	0	1	1	0
1078	4	0	0	0	0
1079	3	0	0	1	0
1080	5	0	1	1	0
1081	5	0	0	1	0
1082	5	0	1	1	0
1083	5	1	1	1	0
1084	4	0	1	1	0
1085	5	0	0	1	0
1086	4	0	0	1	0
1087	4	0	1	1	0
1088	5	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
1089	4	0	0	1	0
1090	1	0	1	0	0
1091	4	0	1	1	0
1092	5	0	1	1	1
1093	3	1	1	1	0
1094	4	0	0	0	0
1095	4	0	0	1	0
1096	4	0	0	0	0
1097	4	0	1	1	0
1098	5	0	0	1	0
1099	5	0	1	1	0
1100	5	0	0	1	1
1101	4	0	0	1	0
1102	4	0	0	1	0
1103	4	0	1	1	0
1104	5	0	1	0	0
1105	4	0	1	1	1
1106	5	0	0	1	0
1107	4	0	1	1	1
1108	5	0	1	1	0
1109	5	0	0	1	0
1110	5	0	0	1	0
1111	5	0	1	1	0
1112	4	1	1	1	0
1113	4	0	1	1	0
1114	5	0	0	1	0
1115	5	0	0	1	0
1116	4	0	1	1	0
1117	5	0	0	1	0
1118	5	1	1	1	0
1119	5	0	1	1	0
1120	4	1			
1121	4	0	0	1	0
1122	4	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
1123	4	0	1	1	0
1124	5	0	1	1	1
1125	4	1	0	1	0
1126	4	0	1	0	1
1127	3	0	0	0	0
1128	4	0	0	1	0
1129	5	0	0	1	0
1130	5	0	0	1	0
1131	5	0	0	0	0
1132	4	0	0	1	0
1133	5	0	1	1	0
1134	5	0	0	1	0
1135	4	0	0	1	0
1136	5	0	0	0	0
1137	5	0	0	1	0
1138	4	0	0	1	0
1139	4	0	0	1	0
1140	4	0	0	1	0
1141	5	0	0	1	0
1142	4	0	0	1	0
1143	4	0	0	1	0
1144	3	0	0	1	0
1145	4	1	0	1	1
1146	4	1	0	1	0
1147	5	0	0	1	0
1148	3	0	0	0	0
1149	3	0	1	1	0
1150	5	1	1	1	1
1151	5	0	0	1	0
1152	5	0	0	1	0
1153	5	0	0	0	0
1154	5	0	1	1	0
1155	4	0	0	0	0
1156	5	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
1157	4	0	0	1	0
1158	4	0	0	1	0
1159	4	0	0	1	0
1160	5	0	0	1	0
1161	5	0	1	1	0
1162	5	0	1	1	0
1163	5	0	0	1	0
1164	5	0	0	1	0
1165	4	0	0	1	0
1166	4	0	1	1	0
1167	4	0	0	1	0
1168	4	0	0	1	0
1169	4	0	0	0	0
1170	5	0	0	0	0
1171	4	1	1	1	0
1172	5	0	1	1	0
1173	5	0	1	0	0
1174	5	0	0	1	0
1175	5	0	0	1	0
1176	5	0	1	1	0
1177	4	0	0	1	0
1178	5	0	0	1	0
1179	4	0	0	1	0
1180	5	0	0	1	0
1181	4	0	1	1	0
1182	5	0	0	1	0
1183	5	0	1	1	1
1184	4	0	1	1	0
1185	5	0	0	1	0
1186	3	0	1	0	0
1187	5	0	0	1	0
1188	4	0	0	1	0
1189	4	0	1	1	0
1190	3	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1191	5	0	0	1	1
1192	5	0	0	1	0
1193	5	1	1	1	0
1194	5	0	0	1	1
1195	4	1	1	1	0
1196	4	0	0	1	0
1197	4	0	1	1	0
1198	5	0	1	1	0
1199	5	0	0	1	0
1200	4	1	1	1	0
1201	5	0	1	1	0
1202	5	1	1	1	0
1203	5	0	0	1	0
1204	4	1	0	1	0
1205	4	1	1	1	0
1206	3	0	1	1	0
1207	5	1	1	1	0
1208	4	0	1	1	0
1209	4	0	1	1	0
1210	4	0	1	1	0
1211	4	1	0	1	0
1212	5	0	0	1	0
1213	5	0	1	1	0
1214	4	0	0	1	0
1215	5	0	0	1	0
1216	5	0	0	1	0
1217	5	0	0	1	0
1218	5	0	0	1	0
1219	4	0	0	0	0
1220	4	0	1	1	0
1221	4	0	0	1	0
1222	4	0	0	1	0
1223	5	0	1	1	1
1224	4	0	0	1	1

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RandomID	GD1	GD2	GD3	GD4	GD5
1225	4	0	0	1	0
1226	5	1	0	1	0
1227	5	0	1	1	0
1228	4	1	1	1	0
1229	5	0	1	1	0
1230	4	0	1	1	0
1231	4	0	0	1	0
1232	4	0	1	1	0
1233	4	1	1	1	0
1234	5	0	0	1	0
1235	4	0	0	1	0
1236	5	0	0	1	0
1237	5	0	0	1	0
1238	4	0	0	1	0
1239	4	0	0	1	0
1240	4	0	1	1	0
1241	5	0	0	1	0
1242	5	0	1	1	1
1243	4	0	1	1	0
1244	5	0	0	1	0
1245	5	0	0	1	0
1246	5	1	1	1	1
1247	5	0	0	1	0
1248	5	0	0	1	0
1249	5	0	1	1	0
1250	3	0	1	1	0
1251	4	0	0	1	0
1252	5	0	0	1	0
1253	4	0	1	1	0
1254	5	0	1	1	1
1255	5	0	1	1	0
1256	5	0	1	1	0
1257	5	0	0	0	0
1258	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1259	4	0	1	1	0
1260	4	0	1	1	0
1261	5	1	0	1	1
1262	4	1	0	1	0
1263	5	0	0	1	1
1264	5	0	0	1	0
1265	4	1	0	1	1
1266	5	0	0	1	0
1267	5	0	0	0	0
1268	5	0	0	1	1
1269	5	0	0	1	0
1270	4	0	1	1	0
1271	3	0	1	1	0
1272	5	0	0	1	0
1273	4	0	1	1	0
1274	4	0	0	1	0
1275	5	0	1	1	0
1276	5	0	0	1	0
1277	4	1	0	0	0
1278	5	0	0	1	1
1279	4	0	1	1	0
1280	5	0	0	1	0
1281	4	0	0	0	0
1282	4	0	0	1	0
1283	5	0	1	1	0
1284	5	0	0	1	0
1285	5	0	0	1	0
1286	4	0	1	1	0
1287	5	0	1	1	1
1288	4	0	0	1	0
1289	3	1	1	1	0
1290	5	0	0	1	1
1291	5	0	0	1	0
1292	4	1	1	0	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1293	4	0	1	1	0
1294	5	0	0	0	0
1295	5	0	1	1	0
1296	5	1	0	1	1
1297	4	1	0	1	0
1298	4	0	1	1	1
1299	5	0	0	1	0
1300	5	0	0	1	0
1301	4	0	0	1	0
1302	4	0	1	1	0
1303	3	0	0	1	0
1304	4	0	1	1	0
1305	5	0	0	1	0
1306	5	0	0	1	0
1307	4	0	1	1	1
1308	5	0	1	1	0
1309	4	1	0	1	0
1310	4	0	0	1	0
1311	4	0	0	1	0
1312	5	0	0	1	0
1313	4	0	1	1	0
1314	5	0	0	1	0
1315	4	0	1	1	0
1316	4	0	0	0	0
1317	4	0	0	1	0
1318	5	1	1	1	0
1319	5	0	0	0	0
1320	4	0	0	1	0
1321	4	1	1	1	0
1322	5	0	1	1	0
1323	5	0	1	1	0
1324	5	0	1	1	0
1325	5	0	0	1	0
1326	4	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1327	5	0	0	1	0
1328	5	1	1	1	1
1329	4	0	0	1	1
1330	5	0	0	0	0
1331	5	0	0	0	0
1332	5	0	0	1	0
1333	4	0	0	1	0
1334	5	0	1	1	0
1335	4	0	0	1	0
1336	5	0	0	1	0
1337	5	0	0	0	0
1338	3	0	1	1	0
1339	4	0	1	1	1
1340	5	0	0	1	0
1341	5	1	1	1	0
1342	4	0	0	1	0
1343	4	0	1	0	0
1344	4	0	1	1	0
1345	4	0	1	1	0
1346	5	1	0	0	1
1347	5	1		1	0
1348	4	0	1	1	0
1349	4	1	1	1	1
1350	4	0	0	1	0
1351	5	0	0	1	1
1352	4	0	1	1	0
1353	5	1	1	1	0
1354	4	0	1	1	0
1355	4	0	1	1	0
1356	4	1	0	1	0
1357	5	0	0	1	0
1358	4	0	0	1	0
1359	4	0	0	1	1
1360	4	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1361	4	1	1	0	0
1362	4	0	0	1	0
1363	5	0	0	1	0
1364	4	1	1	1	0
1365	5	0	0	1	0
1366	4	0	0	1	0
1367	5	0	0	1	0
1368	4	0	0	1	0
1369	5	0	0	1	0
1370	5	0	1	1	0
1371	5	0	0	1	0
1372	5	0	1	1	0
1373	4	0	1	1	0
1374	5	0	1	1	0
1375	5	0	0	1	0
1376	4	0	1	1	0
1377	5	0	1	1	0
1378	4	0	0	1	0
1379	4	0	0	1	1
1380	3	0	0	1	0
1381	4	0	0	1	0
1382	4	1	1	1	0
1383	3	0	0	1	0
1384	4	1	0	1	0
1385	4	0	0	1	0
1386	3	0	1	1	1
1387	5	0	0	1	0
1388	4	1	0	1	1
1389	5	0	0	1	0
1390	5	0	0	1	0
1391					
1392	4	1	1	1	0
1393	4	0	0	1	0
1394	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1395	5	0	0	1	0
1396	5	1	0	1	0
1397	4	0	0	1	0
1398	5	1	0	1	0
1399	4	0	1	0	0
1400	4	0	0	1	1
1401	4	0	1	1	0
1402	4	0	1	1	1
1403	5	1	0	1	0
1404	4	0	0	1	0
1405	5	0	0	1	0
1406	3	1	1	1	0
1407	5	0	0	1	0
1408	4	0	0	1	0
1409	4	0	0	1	0
1410	4	0	0	1	0
1411	5	1	1	1	0
1412	5	0	1	1	0
1413	5	0	0	1	0
1414	4	1	0	1	0
1415	4	0	0	1	0
1416	5	0	1	1	0
1417	5	0	0	1	0
1418	4	0	0	1	0
1419	5	0	0	1	0
1420	5	0	0	0	0
1421	4	0	0	1	0
1422	5	1	0	1	0
1423	3	0	1	1	1
1424	5	0	0	1	0
1425	4	1	0	1	0
1426	4	0	0	0	0
1427	5	0	0	1	1
1428	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1429	5	0	1	1	1
1430	5	1	0	1	1
1431	4	0	0	1	0
1432	4	0	0	1	0
1433	4	0	0	1	0
1434	4	1	1	1	0
1435	4	0	1	1	0
1436	5	0	0	1	0
1437	5	0	0	1	0
1438	5	0	0	1	0
1439	4	1	0	1	0
1440	4	0	0	1	0
1441	3	1	0	1	1
1442	5	0	0	1	1
1443	4	0	0	1	0
1444	3	0	0	0	0
1445	5	0	0	1	1
1446	5	0	0	1	0
1447	5	0	0	1	0
1448	3	0	0	1	0
1449	5	0	1	1	1
1450	5	0	1	1	1
1451	5	0	1	1	0
1452	4	0	1	1	0
1453	4	0	1	1	0
1454	5	0	0	1	0
1455	5	0	1	1	0
1456	5	0	0	1	0
1457	5	0	1	1	0
1458	4	0	0	1	0
1459	4	0	1	1	0
1460	4	1	1	1	1
1461	4	0	0	1	0
1462	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1463	4	0	0	1	0
1464	4	1	1	1	0
1465	4	1	0	1	0
1466	5	1	0	1	0
1467	5	0	1	1	0
1468	5	1	0	1	1
1469	4	1	1	1	0
1470	4	0	1	1	0
1471	4	0	0	0	0
1472	3	1	0	1	0
1473	4	0	0	1	0
1474					
1475	5	1	1	1	0
1476	5	1	0	1	0
1477	5	0	0	1	0
1478	5	0	1	1	0
1479	4	0	1	1	0
1480	4	1	0	1	0
1481	5	0	0	1	0
1482	4	0	1	1	1
1483	3	1	0	1	0
1484	5	0	1	1	0
1485	4	0	0	0	1
1486	4	0	1	1	0
1487	3	0	0	1	0
1488	4	0	1	1	0
1489	5	0	0	0	0
1490	5	0	0	1	0
1491	5	0	0	1	0
1492	5	0	1	1	0
1493	4	0	1	0	0
1494	4	0	0	1	0
1495	5	0	1	1	0
1496	5	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1497	5	0	1	1	0
1498	3	0	1	1	0
1499	5	0	1	1	0
1500	4	0	0	0	1
1501	5	0	0	1	0
1502	4	1	0	1	0
1503	5	0	1	1	0
1504	4	0	1	1	0
1505	5	0	1	1	0
1506	5	1	0	0	0
1507	4	0	1	1	0
1508	4	0	0	1	0
1509	5	0	1	1	1
1510	3	0	1	1	0
1511	4	0	0	0	0
1512	4	0	0	1	0
1513	5	0	0	1	0
1514	5	0	0	1	0
1515	5	1	0	1	0
1516	3	0	0	1	0
1517	3	0	0	1	0
1518	4	0	0	1	0
1519	4	0	0	1	0
1520	4	0	1	1	0
1521	4	0	1	1	0
1522	5	0	1	0	0
1523	5	0	1	1	1
1524	5	0	1	1	1
1525	4	0	0	1	0
1526	5	0	0	1	0
1527	4	0	0	1	0
1528	4	0	1	1	0
1529	4	0	1	0	0
1530	5	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1531	4	0	1	1	0
1532	4	0	1	1	0
1533	3	0	0	1	0
1534	4	0	1	0	0
1535	5	0	1	1	0
1536	5	0	0	1	0
1537	5	0	0	1	0
1538	4	0	0	1	0
1539	4	0	1	1	1
1540	3	0	0	1	0
1541	5	0	1	1	0
1542	5	0	1	1	0
1543	5	1	0	1	0
1544	4	1	1	1	1
1545	3	0	0	1	0
1546	5	0	0	1	0
1547	5	0	0	0	1
1548	5	0	1	1	0
1549	5	0	0	1	0
1550	5	0	0	1	1
1551	5	0	0	1	0
1552	5	0	1	1	1
1553	4	0	0	1	0
1554	5	0	1	1	0
1555	4	0	1	0	0
1556	3	1	1	1	0
1557	5	0	1	1	0
1558	5	0	0	1	0
1559	5	0	1	1	1
1560	4	0	1	1	0
1561	5	0	0	1	0
1562	4	1	0	1	0
1563	4	0	1	1	0
1564	3	1	1	1	1

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RandomID	GD1	GD2	GD3	GD4	GD5
1565	4	0	0	1	0
1566	5	1	1	1	1
1567	4	0	0	1	0
1568	4	0	1	1	0
1569	4	0	0	1	0
1570	5	0	1	0	0
1571	5	0	1	1	0
1572	4	1	0	1	0
1573	4	0	0	1	0
1574	4	1	1	1	1
1575	4	0	1	1	0
1576	5	0	1	0	0
1577	5	0	0	1	0
1578	5	0	0	1	0
1579	5	0	0	1	0
1580	5	0	0	0	1
1581	5	0	0	1	0
1582	4	0	0	1	1
1583	4	0	1	1	0
1584	5	1	1	1	1
1585	5	0	0	1	0
1586	4	1	0	1	1
1587	5	1	0	1	1
1588	5	0	0	1	0
1589	4	0	0	1	0
1590	5	0	1	1	0
1591	4	0	1	1	0
1592	5	0	0	1	0
1593	4	1	1	1	0
1594	4	0	1	1	0
1595	4	0	1	1	0
1596	5	0	1	1	0
1597	5	0	1	1	0
1598	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1599	5	1	0	1	0
1600	5	0	1	1	0
1601	4	0	1	1	0
1602	5	0	1	1	0
1603	5	1	0	1	1
1604	5	0	0	1	0
1605	5	0	0	1	0
1606	3	1	1	1	0
1607	4	1	0	1	0
1608	4	0	1	1	0
1609	5	0	0	1	0
1610	4	0	0	1	0
1611	5	0	0	1	0
1612	4	0	1	1	1
1613	5	1	0	1	0
1614	5	1	0	1	0
1615	3	1	1	1	1
1616	4	0	1	1	0
1617	5	0	1	1	1
1618	4	0	1	0	0
1619	5	0	1	1	1
1620	4	0	0	1	0
1621	4	0	1	1	0
1622	5	0	0	1	0
1623	5	0	1	1	0
1624	5	0	0	1	0
1625	5	0	1	1	0
1626	5	0	0	1	0
1627	5	0	0	0	0
1628	4	1	1	1	0
1629	5	0	0	1	1
1630	5	0	1	1	0
1631	5	0	0	1	0
1632	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1633	4	0	0	1	0
1634	4	0	0	0	0
1635	5	1	1	1	0
1636	4	0	0	1	0
1637	3	0	0	1	0
1638	5	1	0	1	0
1639	5	1	0	1	1
1640	5	0	0	1	0
1641	4	1	1	1	0
1642	3	1	1	1	1
1643	4	0	1	1	0
1644	4	1	0	1	0
1645	5	1	1	1	0
1646	4	0	0	1	0
1647	5	1	0	1	0
1648	5	0	1	1	0
1649	5	0	0	1	0
1650	4	1	0	0	0
1651	3	0	0	1	0
1652	5	0	1	0	0
1653	5	0	1	1	0
1654	5	0	1	1	0
1655	4	0	0	1	0
1656	3	1	1	1	0
1657	4	0	1	1	0
1658	5	0	0	1	0
1659	5	0	1	1	1
1660	5	0	0	1	0
1661	5	0	0	1	0
1662	5	1	1	1	0
1663	4	0	1	1	0
1664	3	1	0	1	0
1665	5	0	0	1	0
1666	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1667	4		0	1	0
1668	4	0	0	1	0
1669	3	1	1	1	0
1670	3	0	0	0	0
1671	4	0	0	1	0
1672	4	1	0	1	1
1673	3	0	0	1	0
1674	4	0	1	1	0
1675	5	0	0	1	0
1676	4	1	0	1	0
1677	4	0	0	0	0
1678	4	0	0	1	0
1679	4	0	1	1	0
1680	5	0	1	1	0
1681	4	1	1	1	0
1682	5	0	1	1	0
1683	4	0	0	1	0
1684	4	0	0	1	0
1685	5	0	1	0	0
1686	4	0	0	1	0
1687	4	0	0	1	0
1688	4	0	1	1	0
1689	5	0	0	1	0
1690	4	0	0	1	0
1691	4	0	0	1	0
1692	4	0	1	1	0
1693	4	1	0	1	0
1694	5	0	0	1	0
1695	5	0	0	1	0
1696	5	0	0	1	0
1697	4	0	0	1	0
1698	5	0	0	1	0
1699	5	0	0	1	0
1700	5	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1701	5	1	0	1	0
1702	4	1	1	1	0
1703	5	0	0	1	0
1704	4	0	1	1	0
1705	3	0	0	1	0
1706	5	0	0	1	0
1707	4	0	1	1	0
1708	4	0	1	1	0
1709	4	0	1	1	0
1710	4	0	0	1	0
1711	5	0	1	1	0
1712	5	0	1	1	0
1713	4	0	0	1	1
1714	4	0	0	1	0
1715	5	0	0	1	0
1716	4	1	1	1	0
1717	4	0	0	1	0
1718	4	0	1	1	0
1719	5	0	0	1	0
1720	5	0	0	1	1
1721	4	0		1	0
1722	4	0	0	1	0
1723	5	0	0	1	1
1724	3	0	0	1	0
1725	5	0	1	1	0
1726	5	0	1	1	0
1727	5	0	0	1	0
1728	5	0	1	1	0
1729	4	0	0	1	0
1730	5	0	0	1	1
1731	4	0	0	1	1
1732	5	0	0	1	1
1733	4	0	0	1	0
1734	4	0	0	0	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1735	4	0	0	1	1
1736	4	0	0	1	0
1737	5	0	0	0	0
1738	5	0	1	1	0
1739	4	0	0	1	0
1740	3	0	0	1	0
1741	4	0	0	1	0
1742	5	0	0	1	0
1743	4	0	0	0	0
1744	4	0	0	0	1
1745	4	0	1	1	0
1746	4	0	0	1	0
1747	4	0	0	1	1
1748	3	1	1	1	0
1749	5	1	0	1	0
1750	5	1	0	1	0
1751	4	0	0	1	0
1752	4	0	0	1	0
1753	3	0	1	0	0
1754	4	0	1	1	1
1755	5	0	0	0	0
1756	4	0	1	1	1
1757	5	0	0	1	0
1758	4	1	1	1	0
1759	5	0	1	1	0
1760	5	0	0	1	0
1761	3	0	1	1	1
1762	4	0	1	1	0
1763	5	0	0	0	1
1764	5	0	0	1	0
1765	4	0	0	1	0
1766	4	1	0	1	1
1767	4	0	1	1	0
1768	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1769	4	0	0	0	0
1770	3	0	0	1	0
1771	5	0	0	1	0
1772	4	0	0	1	0
1773	4	0	0	1	0
1774	5	1	0	1	0
1775	4	0	0	1	1
1776	4	1	1	1	0
1777	4	1	1	1	1
1778	4	0	0	1	0
1779	3	0	0	1	0
1780	5	0	0	1	1
1781	5	1	0	1	1
1782	4	0	0	1	0
1783	5	0	0	1	0
1784	5	0	1	1	0
1785	4	0	0	0	0
1786	4	0	0	1	0
1787	5	0	1	1	1
1788	4	0	0	1	0
1789	4	0	1	1	0
1790	5	0	1	1	1
1791	5	0	0	1	0
1792	5	0	0	1	0
1793	5	0	0	1	0
1794	4	0	0	1	0
1795	4	1	1	1	0
1796	5	0	0	0	0
1797	5	0	0	1	0
1798	4	0	0	1	0
1799	5	0	0	1	0
1800	4	0	0	0	0
1801	4	0	1	1	0
1802	5	0	1	1	1

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RandomID	GD1	GD2	GD3	GD4	GD5
1803	4	0	0	1	1
1804	4	0	0	0	0
1805	4	0	0	1	0
1806	5	0	1	0	0
1807	5	0	1	0	0
1808	5	0	0	0	0
1809	5	0	1	0	1
1810	4	0	1	1	0
1811	2	0		1	1
1812	4	0	0	1	0
1813	4	0	1	1	0
1814	5	0	0	1	0
1815	4	0	0	1	0
1816	4	0	0	0	0
1817	3	0	0	1	0
1818	4	1	0	1	0
1819	4	0	1	1	0
1820	4	0	0	1	0
1821	5	0	1	1	0
1822	5	0	0	1	1
1823	4	0	0	1	0
1824	5	0	0	1	1
1825	4	0	0	1	0
1826	4	0	0	1	0
1827	5	0	1	1	0
1828	4	0	1	0	0
1829	4	0	0	1	0
1830	5	0	1	1	0
1831	5	0	0	1	0
1832	4	0	1	1	0
1833	3	0	0	1	0
1834	3	0	0	1	0
1835	4	0	1	1	0
1836	5	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1837	4	0	1	1	0
1838	4	1	0	1	0
1839	4	0	0	1	0
1840	4	0	0	1	1
1841	4	0	1	1	0
1842	5	0	0	1	0
1843	5	0	0	0	0
1844	4	0	1	0	0
1845	5	0	0	1	0
1846	5	0	0	1	0
1847	3	0	0	1	0
1848	5	0	1	1	0
1849	4	0	0	1	1
1850	5	0	0	1	0
1851	5	0	1	1	1
1852	5	0	0	1	0
1853	5	0	1	1	1
1854	4	0	0	1	0
1855	5	0	0	1	0
1856	5	0	0	1	0
1857	5	0	0	1	0
1858	5	0	0	1	0
1859	4	0	0	0	0
1860	5	0	0	1	1
1861	4	0	1	1	0
1862	4	0	0	1	0
1863	5	0	0	1	0
1864	4	0	0	1	0
1865	4	0	0	1	0
1866	5	0	0	1	0
1867	4	0	1	1	0
1868	5	0	0	1	0
1869	5	0	1	1	0
1870	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1871	5	0	1	1	0
1872	5	0	0	1	0
1873	5	0	0	1	0
1874	5	0	1	1	0
1875	3	0	1	1	0
1876	4	0	0	1	0
1877	4	0	1	1	0
1878	4	0	0	1	0
1879	5	0	0	1	0
1880	4	0	1	0	0
1881	5	0	1	1	0
1882	4	0	1	1	1
1883	4	0	1	1	0
1884	4	0	0	1	1
1885	4	0	0	1	0
1886	5	0	1	1	0
1887	5	0	1	1	0
1888	5	0	1	1	0
1889	5	0	0	1	0
1890	5	0	0	1	0
1891	4	0	1	1	0
1892	5	0	0	1	0
1893	4	0	1	1	0
1894	4	0	0	1	0
1895	5	0	0	1	0
1896	4	0	1	1	0
1897	4	0	1	1	1
1898	4	0	0	1	0
1899	5	1	0	1	0
1900	5	0	0	1	0
1901	3	0	1	1	0
1902	5	0	0	1	0
1903	5	0	1	1	0
1904	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1905	5	0	0	1	0
1906	5	0	1	1	1
1907	4	0	0	1	0
1908	3	0	0	0	0
1909	5	0	1	1	0
1910	5	1	1	1	0
1911	4	0	0	1	0
1912	4	1	1	1	0
1913	5	0	1	1	0
1914	5	0	0	1	1
1915	5	0	1	1	1
1916	5	0	0	1	0
1917	4	0	0	1	0
1918	5	1	0	1	1
1919	5	0	0	1	0
1920	4	0	1	1	0
1921	4	0	0	1	0
1922	5	0	0	1	0
1923	4	0	1	1	0
1924	5	1	1	1	0
1925	5	0	0	1	0
1926	5	0	0	1	0
1927	4	0	0	1	0
1928	4	0	0	0	0
1929	4	0	1	1	0
1930	5	0	1	1	0
1931	5	0	0	1	1
1932	5	0	0	1	0
1933	5	0	0	1	0
1934	4	1	1	1	0
1935	3	1	0	1	0
1936	5	0	0	1	0
1937	4	0	0	0	0
1938	3	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
1939	4	1	1	1	1
1940	5	0	0	1	0
1941	4	1	1	1	0
1942	4	0	0	1	1
1943	5	0	1	1	0
1944	5	0	1	1	0
1945	5	0	1	1	0
1946	5	0	1	1	0
1947	4	0	0	1	0
1948	5	0	1	1	0
1949	4	0	0	0	0
1950	5	1	1	1	1
1951	4	0	1	1	0
1952	5	0	0	1	0
1953	5	1	1	1	1
1954	5	0	0	1	0
1955	4	0	0	1	0
1956	4	1	1	1	1
1957	4	0	0	1	1
1958	4	0	1	1	0
1959	4	0	0	1	0
1960	5	0	1	1	0
1961	5	0	0	1	1
1962	4	0	0	1	0
1963	5	0	0	1	0
1964	4	0	1	1	1
1965	5	0	1	1	0
1966	5	1	0	1	0
1967	5	0	0	1	0
1968	4	0	1	1	0
1969	5	1	0	1	0
1970	5	1	0	1	1
1971	4	0	0	1	0
1972	4	0	0	0	1

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RandomID	GD1	GD2	GD3	GD4	GD5
1973	4	0	0	1	0
1974	4	0	0	1	0
1975	5	0	0	1	0
1976	3	0	0	1	0
1977	5	0	1	1	0
1978	3	0	0	1	0
1979	4	0	0	1	0
1980	4	0	0	1	0
1981	5	0	0	1	0
1982	4	0	0	1	0
1983	4	0	0	1	0
1984	5	0	0	1	0
1985	4	0	1	1	0
1986	4	0	0	1	0
1987	5	0	1	1	0
1988	5	0	1	1	1
1989	5	1	1	1	0
1990	5	0	0	1	0
1991	4	0	1	1	0
1992	5	0	0	1	0
1993	5	0	0	1	0
1994	4	0	1	1	0
1995	5	0	0	1	0
1996	4	0	1	1	0
1997	4	0	1	1	0
1998	4	0	1	1	0
1999	5	0	1	1	0
2000	4	0	1	1	0
2001	5	0	1	1	0
2002	4	0	1	1	0
2003	5	0	0	1	0
2004	5	0	1	0	0
2005	5	0	0	1	0
2006	5	1	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2007	4	0	0	0	0
2008	5	1	1	0	0
2009	5	0	0	1	0
2010	4	0	0	1	0
2011	4	0	0	1	0
2012	5	0	1	1	0
2013	4	0	0	1	0
2014	5	1	0	1	0
2015	4	0	0	1	0
2016	5	0	0	1	0
2017	4	0	0	1	1
2018	4	0	0	1	0
2019	4	0	0	1	0
2020	5	0	0	1	1
2021	4	1	0	1	0
2022	5	0	1	1	0
2023	4	0	1	1	0
2024	5	0	0	1	0
2025	5	0	1	1	0
2026	4	0	0	1	1
2027	5	0	0	1	1
2028	5	0	0	1	0
2029	4	0	0	1	0
2030	5	0	0	1	0
2031	4	0	0	1	0
2032	5	1	1	1	1
2033	3	0	0	1	0
2034	4	0	1	1	0
2035	3	0	0	1	0
2036	4	0	0	1	0
2037	4	0	0	1	0
2038	4	0	0	0	0
2039	4	0	0	1	0
2040	3	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2041	3	0	0	1	0
2042	5	0	0	1	0
2043	4	0	0	1	0
2044	5	0	0	1	0
2045	3	0	0	1	0
2046	5	1	1	1	0
2047	4	0	0	1	0
2048	4	0	0	1	0
2049	5	0	0	1	0
2050	5	0	0	1	0
2051	5	0	1	1	0
2052	4	0	0	1	1
2053	4	0	1	1	0
2054	4	0	0	0	1
2055	3	0	1	1	0
2056	4	0	1	1	0
2057	4	0	0	1	0
2058	5	0	0	1	0
2059	3	0	0	1	0
2060	4	0	0	1	0
2061	3	0	1	1	1
2062	4	0	0	1	0
2063	5	0	0	1	0
2064	5	0	0	1	1
2065	5	0	0	1	0
2066	4	0	0	1	0
2067	5	0	0	1	0
2068	5	0	1	1	0
2069	4	0	0	1	0
2070	4	1	1	1	1
2071	4	0	0	1	0
2072	4	0	0	1	0
2073	4	0	1	1	0
2074	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2075	5	0	1	1	0
2076	4	0	1	1	0
2077	5	0	1	1	0
2078	5	0	0	1	0
2079	3	0	0	1	0
2080	4	0	1	1	0
2081	4	0	1	1	0
2082	5	0	1	1	0
2083	5	0	1	1	0
2084	4	0	1	1	0
2085	4	1	1	1	0
2086	5	0	0	1	0
2087	4	0	1	1	0
2088	5	1	1	1	1
2089	5	0	0	1	0
2090	4	0	1	1	0
2091	5	0	0	1	0
2092	4	0	0	1	0
2093	5	1	1	0	0
2094	5	0	0	1	0
2095	4	0	0	1	0
2096	4	0	1	1	0
2097	4	0	0	1	0
2098	5	0	0	1	0
2099	4	0	0	1	0
2100	5	0	0	1	0
2101	4	0	0	1	0
2102	5	0	0	1	0
2103	3	1	1	1	0
2104	4	0	0	1	0
2105	5	0	1	0	0
2106	4	0	0	1	0
2107	3	0	1	1	0
2108	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2109	5	0	1	1	0
2110	5	0	0	1	0
2111	5	1	1	1	0
2112	5	0	0	1	0
2113	5	0	1	1	0
2114	5	0	0	1	0
2115	3	0	1	1	0
2116	4	0	1	1	0
2117	4	1	0	1	0
2118	5	0	0	1	0
2119	5	0	0	1	0
2120	5	0	1	1	0
2121	4	0	0	1	0
2122	5	0	0	1	0
2123	5	0	0	1	0
2124	4	0	1	1	0
2125	5	0	0	1	0
2126	5	0	1	1	0
2127	5	0	0	1	0
2128	4	0	0	0	0
2129	5	0	0	1	0
2130	4	0	1	0	0
2131	5	0	1	1	1
2132	4	0	1	1	0
2133	4	0	0	1	0
2134	4	1	0	0	0
2135	4	0	0	1	0
2136	4	1	0	1	0
2137	4	0	0	1	0
2138	4	0	1	0	0
2139	4	0	1	1	0
2140	5	0	0	1	0
2141	4	0	0	1	1
2142	4	1	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2143	5	0	1	1	0
2144	4	0	1	1	0
2145	4	0	0	1	0
2146	4	0	1	1	1
2147	5	0	1	1	0
2148	3	0	0	1	1
2149	4	0	0	1	0
2150	5	0	0	1	0
2151	5	0	0	1	0
2152	4	1	0	1	0
2153	5	0	0	1	0
2154	4	1	1	1	0
2155	4	0	0	1	0
2156	4	0	0	1	0
2157	5	0	0	1	0
2158	5	0	0	1	0
2159	5	0	0	1	0
2160	4	0	1	1	1
2161	4	0	1	1	0
2162	4	0	0	1	0
2163	5	0	0	1	0
2164	4	0	0	1	0
2165	5	0	1	1	1
2166	4	0	0	1	0
2167	5	0	0	1	0
2168	3	0	0	1	0
2169	5	0	1	1	0
2170	5	0	1	1	1
2171	5	0	1	1	0
2172	4	0	0	0	0
2173	4	1	1	1	0
2174	4	0	0	1	0
2175	5	0	0	1	0
2176	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2177	5	0	0	1	1
2178	5	0	0	1	0
2179	4	0	1	1	0
2180	4	0	1	0	0
2181	5	0	0	1	0
2182	4	0	0	1	1
2183	4	0	1	1	1
2184	5	0	0	1	0
2185	5	1	0	1	0
2186	4	0	0	1	0
2187	4	0	0	1	0
2188	4	0	0	1	0
2189	5	0	0	1	0
2190	4	0	0	1	0
2191	5	0	0	1	1
2192	4	0	1	1	1
2193	5	0	1	1	0
2194	4	1	1	1	0
2195	4	0	0	1	0
2196	4	0	0	0	0
2197	5	0	0	0	0
2198	5	0	0	1	0
2199	4	0	1	1	0
2200	4	0	0	1	0
2201	4	1	1	1	0
2202	5	0	0	1	0
2203	5	0	0	1	0
2204	5	0	0	1	0
2205	5	0	0	1	0
2206	5	0	1	0	0
2207	4	0	0	1	1
2208	5	0	0	1	0
2209	4	1	0	1	0
2210	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2211	4	0	1	1	0
2212	5	0	0	1	0
2213	5	0	0	1	0
2214	5	1	1	1	0
2215	5	0	0	1	0
2216	5	0	0	0	0
2217	4	1	1	1	1
2218	4	0	1	1	0
2219	4	0	0	1	0
2220	4	0	0	1	0
2221	4	0	0	1	0
2222	4	0	0	1	0
2223	4	0	1	1	0
2224	4	0	0	1	0
2225	4	0	0	1	0
2226	5	1	1	1	0
2227	4	0	0	1	0
2228	5	0	0	0	0
2229	4	0	0	1	0
2230	4	0	0	1	0
2231	5	0	0	1	0
2232	5	0	1	1	0
2233	3	0	0	1	0
2234	5	0	0	1	0
2235	5	1	0	1	0
2236	5	0	1	1	0
2237	5	1	1	1	1
2238	5	0	1	1	0
2239	4	0	1	1	0
2240	5	1	1	1	0
2241	4	0	1	1	0
2242	5	1	1	1	1
2243	5	0	0	0	0
2244	3	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2245	5	0	0	1	0
2246	5	0	0	1	0
2247	5	0	1	1	1
2248	5	0	1	1	0
2249	4	1	1	1	0
2250	4	0	1	1	0
2251	5	0	0	1	0
2252	5	0	0	1	0
2253	4	0	0	1	0
2254	5	0	0	1	0
2255	5	1	1	1	0
2256	5	1	0	1	0
2257	5	0	0	1	1
2258	5	0	0	0	0
2259	5	0	0	1	0
2260	4	0	1	1	0
2261	5	0	1	1	0
2262	5	0	1	1	0
2263	5	0	1	1	1
2264	5	1	0	1	0
2265	4	0	0	1	0
2266	4	0	0	1	0
2267	4	0	0	1	0
2268	5	1	0	1	0
2269	4	0	0	1	0
2270					
2271	5	0	0	1	0
2272	5	0	0	1	0
2273	4	0	1	1	0
2274	5	0	1	1	0
2275	4	0	1	1	0
2276	5	1	1	1	0
2277	4	0	0	1	0
2278	4	0	1	1	1

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
2279	4	0	0	1	0
2280	4	0	1	1	0
2281	5	0	0	1	0
2282	5	0	1	1	0
2283	5	0	0	1	0
2284	3	0	1	1	0
2285	5	0	0	1	0
2286	4	0	1	1	0
2287	5	0	0	0	0
2288	4	0	0	1	0
2289	4	0	0	1	0
2290	5	0	1	0	0
2291	5	0	1	1	1
2292					
2293	4	0	0	1	0
2294	3	0	0	0	1
2295	4	0	1	1	0
2296	3	0	1	0	0
2297	4	0	0	1	0
2298	4	0	0	1	1
2299	5	0	0	1	0
2300	4	0	0	0	0
2301	4	0	0	1	0
2302	4	0	0		0
2303	4	0	0	1	0
2304	5	0	0	1	0
2305	5	1	1	1	0
2306	4	1	1	1	0
2307	4	0	0	1	0
2308	4	0	0	0	0
2309	5	0	0	1	0
2310	4	0	0	1	0
2311	5	0	0	1	0
2312	4	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
2313	5	0	0	1	0
2314	5	0	0	1	0
2315	5	0	0	1	0
2316	3	0	1	1	1
2317	4	0	1	1	0
2318	4	0	1	1	0
2319	4		0	1	0
2320	4	0	1	1	1
2321	5	0	1	1	0
2322	4	0	0	1	0
2323	5	1	0	1	0
2324	5	0	0	0	0
2325	5	0	1	1	1
2326	5	0	1	1	0
2327	4	0	0	1	0
2328	5	0	0	1	0
2329	5	1	0	1	0
2330	5	0	0	1	0
2331	5	0	0	1	0
2332	5	0	1	1	1
2333	5	0	0	1	0
2334	4	0	0	1	0
2335	4	0	0	1	0
2336	4	0	0	1	0
2337	4	0	1	1	0
2338	5	0	1	1	1
2339	4	1	1	1	1
2340	4	0	0	1	0
2341	5	0	0	1	0
2342	5	0	0	1	0
2343	5	0	1	1	0
2344	4	0	0	1	0
2345	4	0	0	1	0
2346	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2347	5	1	1	1	0
2348	5	0	1	1	0
2349	4	0	1	1	0
2350	5	1	0	1	1
2351	5	0	0	1	0
2352	3	0	0	1	1
2353	5	0	1	1	0
2354	4	0	0	1	0
2355	3	0	1	1	1
2356	3	1	0	1	0
2357	4	0	0	1	0
2358	4	0	0	1	1
2359	4	0	1	1	0
2360	5	0	0	1	1
2361	4	0	0	1	0
2362	4	0	0	1	0
2363	5	0	0	1	0
2364	4	0	0	1	0
2365	4	0	1	1	0
2366	5	0	1	1	1
2367	4	0	1	1	0
2368	4	1	1	1	0
2369	3	0	1	1	0
2370	4	1	1	1	0
2371	5	0	0	1	0
2372	5	0	1	1	1
2373	5	0	0	1	0
2374	5	1	0	1	0
2375					
2376	5	0	0	1	0
2377	5	0	0	1	0
2378	4	0	0	1	0
2379	5	0	0	1	0
2380	3	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2381	5	0	1	0	0
2382	5	0	0	0	0
2383	4	0	0	1	0
2384	5	0	0	1	0
2385	5	1	0	1	1
2386	4	0	1	1	0
2387	5	0	0	1	0
2388	4	0	1	1	0
2389	5	0	0	0	0
2390	4	0	0	1	0
2391	4	0	0	1	0
2392	4	0	0	0	1
2393	5	0	0	1	0
2394	4	0	1	1	1
2395	4	0	1	0	0
2396	4	0	0	0	0
2397	4	0	1	1	0
2398	4	1	1	1	0
2399	4	0	0	0	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	5	1	1	1	0
2406	5	0	1		1
2407	5	0	0	1	0
2408	4	1	1	1	1
2409	4	0	0	1	0
2410	4	0	0	1	1
2411	4	0	1	1	1
2412	5	0	1	1	0
2413	5	0	0	1	0
2414	4	1	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2415	5	0	1	1	1
2416	5	1	1	1	0
2417	4	1	1	1	0
2418	4	1	0	1	0
2419	5	0	1	1	0
2420	5	0	0	0	0
2421	4	0	0	1	0
2422	4	1	1	1	0
2423	4	0	0	1	0
2424	5	1	0	1	0
2425	5	0	0	1	0
2426	5	0	0	1	0
2427	4	0	1	0	0
2428	5	0	0	1	0
2429	4	0	0	1	0
2430	5	0	0	1	0
2431	5	0	0	1	0
2432	5	0	0	1	0
2433	3	0	0	1	0
2434	4	0	0	1	0
2435	4	0	1	1	0
2436	4	0	1	1	0
2437	5	0	0	1	0
2438	5	0	1	1	0
2439	3	0	0	1	0
2440	5	0	1	1	0
2441	4	0	0	1	1
2442	5	1	1	1	0
2443	4	0	1	1	0
2444	5	0	1	1	0
2445	5	0	0	1	0
2446	5	0	0	1	0
2447	5	0	1	1	0
2448	4	0	0	0	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2449	5	0	1	1	0
2450	5	0	0	1	0
2451	4	0	0	1	0
2452	5	0	0	1	0
2453	5	1	1	1	1
2454	4	0	0	1	0
2455	5	0	0	1	0
2456	5	0	0	1	0
2457	5	0	1	1	0
2458	5	0	0	1	0
2459	4	1	1	1	0
2460	4	0	1	1	0
2461	5	0	0	1	0
2462	5	1	0	1	1
2463	4	0	0	1	0
2464	4	0	0	0	0
2465	4	0	0	0	0
2466	4	0	0	1	0
2467	4	1	0	1	0
2468	4	0	1	1	1
2469	5	0	0	1	0
2470	5	0	0	1	0
2471	5	0	0	1	1
2472	5	0	1	1	0
2473	4	0	1	1	1
2474	5	0	1	1	1
2475	5	0	0	1	0
2476	4	0	0	1	0
2477	3	0	1	1	0
2478	4	0	1	1	0
2479	4	0	0	1	0
2480	4	0	0	1	0
2481	4	1	1	1	0
2482	4	0	1	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
2483	4	0	0	1	0
2484	4	0	1	1	0
2485	4	1	0	1	0
2486	5	1	0	1	0
2487	4	0	0	1	0
2488	4	0	0	1	0
2489	5	0	1	1	0
2490	5	1	1	1	0
2491	4	0	1	1	0
2492	5	0	0	1	0
2493	5	0	0	1	0
2494	3	0	1	0	0
2495	5	0	1	1	0
2496	5	1	0	1	0
2497	5	0	0	1	0
2498	4	0	0	1	0
2499	5	0	0	1	0
2500	5	0	0	1	0
2501	3	1	1	1	0
2502	5	0	1	1	0
2503	5	0	0	1	0
2504	5	0	0	1	0
2505	4	0	1	1	0
2506	5	0	0	1	0
2507	3	0	0	1	0
2508	5	0	0	1	0
2509	5	0	1	1	0
2510	5	0	0	1	0
2511	5	0	0	1	0
2512	5	0	0	1	1
2513	4	0	1	1	0
2514	4	0	0	1	0
2515	4	0	0	0	0
2516	4	0	1	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
2517	4	0	0	1	0
2518	3	0	0	1	0
2519	5	0	1	1	0
2520	4	0	1	1	0
2521	5	0	0	1	0
2522	4	0	1	1	0
2523					
2524	5	0	0	1	0
2525	5	0	1	1	0
2526	5	0	0	1	0
2527	3	1	1	1	0
2528	5	0	0	1	0
2529	5	0	0	1	0
2530	5	0	0	1	0
2531	4	0	0	1	0
2532	5	0	0	1	0
2533	4	0	0	1	0
2534	5	0	0	1	0
2535	5	0	1	1	0
2536	4	0	0	1	0
2537	5	0	0	1	0
2538	4	0	1	1	0
2539	5	0	0	1	0
2540					
2541	4	0	1	1	0
2542	5	0	0	1	0
2543	4	1	0	1	0
2544	4	0	0	1	0
2545	4	0	1	0	0
2546	5	0	0	1	0
2547	5	0	0	1	0
2548	3	0	0	1	0
2549	5	0	1	1	0
2550	3	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2551	3	0	0	1	0
2552	5	0	1	1	0
2553	4	1	0	1	0
2554	4	1	0	1	0
2555	5	0	0	1	1
2556	5	0	0	1	0
2557	5	0	0	1	1
2558	4	0	0	1	0
2559	4	0	0	1	0
2560	4	1	1	1	0
2561	5	0	1	1	1
2562	5	1	1	1	0
2563	4	0	0	1	0
2564	5	0	1	1	0
2565	5	0	1	1	0
2566	4	1	0	1	1
2567	4	0	0	1	1
2568	4	0	0	1	1
2569	4	0	1	1	0
2570	5	0	0	1	0
2571	4	0	1	1	0
2572	3	0	1	1	1
2573	5	0	0	1	0
2574	4	0	0	1	0
2575	5	1	1	1	0
2576	5	0	0	1	0
2577	5	1	1	1	0
2578	4	1	1	1	0
2579	4	0	0	1	1
2580	5	0	0	1	0
2581	4	0	0	1	0
2582	4	0	1	1	0
2583	4	0	1	1	0
2584	4	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
2585	3	1	0	0	1
2586	4	0	1	1	0
2587	4	1	0	1	0
2588	5	0	0	1	0
2589	5	0	1	1	1
2590	4	0	0	1	0
2591	5	1	0	1	1
2592	4	0	0	1	0
2593	4	0	0	1	0
2594	5	0	0	1	0
2595	4	0	0	1	0
2596	5	0	0	1	0
2597	4	0	1	1	0
2598	4	0	1	0	1
2599	5	0	0	1	0
2600	4	1	1	1	0
2601	4	0	1	1	0
2602	5	0	0	1	1
2603	5	0	1	1	0
2604	5	0	0	0	0
2605	3	0	0	0	0
2606	5	0	1	1	0
2607	4	0	0	1	0
2608	4	0	0	0	0
2609	4	0	1	1	0
2610	4	0	0	1	0
2611	4	0	0	1	0
2612	5	0	1	1	0
2613	4	0	1	1	0
2614	4	1	0	1	0
2615	4	0	1	1	1
2616	5	1	1	0	1
2617	4	0	1	1	0
2618	3	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
2619	5	0	1	1	0
2620	4	0	1	0	1
2621	5	0	0	0	0
2622	5	0	1	1	0
2623	4	0	0	1	0
2624	5	0	0	1	1
2625	5	0	1	1	1
2626	3	0	0	1	0
2627	4	0	1	0	0
2628	3	0	0	1	0
2629	4	0	1	1	1
2630	5	0	1	1	0
2631	5	0	0	1	1
2632	5	0	0	1	0
2633	4	0	0	1	0
2634	4	0	1	1	0
2635	5	0	0	0	0
2636	5	0	0	1	0
2637	3	0	0	1	0
2638	4	0	1	0	0
2639	5	0	1	0	1
2640	5	0	0	1	0
2641	4	0	0	1	0
2642	3	0	0	1	0
2643	4	0	0	1	0
2644	4	0	0	1	0
2645	5	0	1	1	1
2646	4	1	1	1	0
2647	4	0	0	1	0
2648	4	0	0	1	1
2649	4	0	1	1	0
2650	5	0	1	0	0
2651	4	0	0	1	0
2652	5	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
2653	5	1	1	1	1
2654	5	0	0	1	0
2655	4	0	1	1	0
2656	4	1	1	1	0
2657	4	0	1	1	1
2658	5	0	1	1	0
2659	5	0	1	1	0
2660	4	0	0	1	1
2661	4	0	0	1	0
2662	4	0	0	0	0
2663	4	0	0	1	0
2664	5	0	0	0	0
2665	5	0	0	1	0
2666	4	0	0	1	0
2667	4	0	1	1	0
2668	5	0	1	0	0
2669	4	0	0	1	0
2670	4	0	0	0	0
2671	4	0	1	1	0
2672	5	0	1	1	0
2673	5	0	1	1	0
2674	5	0	0	1	0
2675	4	0	1	1	1
2676	4	0	0	1	0
2677	4	0	0	0	0
2678	4	0	0	1	0
2679	4	0	1	1	0
2680	5	0	0	1	0
2681	4	1	1	1	0
2682	5	0	0	1	1
2683	5	0	1	1	0
2684	4	0	1	1	0
2685	4	0	1	1	0
2686	5	0	1	0	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2687	5	1	0	1	1
2688	5	1			1
2689	5	1	0	1	1
2690	5	0	1	1	0
2691	5	0	0	1	0
2692	5	1	0	1	0
2693	3	1	0	1	0
2694	4	0	1	1	0
2695	5	0	0	1	0
2696	5	0	0	1	0
2697	4	0	1	1	0
2698	4		0	1	0
2699	4	0	0	1	0
2700	4	0	1	1	0
2701	5	0	1	1	0
2702	4	1	0	1	0
2703	5	0	0	1	1
2704	5	1	0	1	0
2705	4	0	0	1	0
2706	4	0	0	1	0
2707	4	1	1	1	0
2708	4	0	0	1	0
2709	5	0	0	1	1
2710	5	1	1	0	1
2711	5	0	0	1	0
2712	5	0	0	0	1
2713	5	0	0	1	0
2714	4	0	0	1	0
2715	5	0	0	1	0
2716	5	0	0	0	0
2717	5	1	1	1	0
2718	4	0	0	1	1
2719	5	0	0	1	0
2720	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2721	4	0	0	1	1
2722	4	0	0	1	0
2723	4	0	0	1	1
2724	4	0	0	0	0
2725	4	0	0	1	0
2726	5	0	0	1	0
2727	4	0	0	1	0
2728	5	0	1	1	0
2729	5	0	0	1	0
2730	4	0	1	1	0
2731	4	0	0	1	0
2732	5	0	0	1	0
2733	5	0	0	1	0
2734	5	0	0	1	0
2735	4	0	0	0	0
2736	4	1	1	1	0
2737	4	0	0	0	0
2738	4	0	1	1	0
2739	3	0	0	1	0
2740	5	0	0	1	0
2741	3	0	0	1	0
2742	4		1	1	0
2743	4	0	1	1	0
2744	3	0	0	0	0
2745	5	0	0	1	1
2746	5	0	1	1	0
2747	5	1	1	1	0
2748	5	0	1	1	0
2749	5	0	1	1	0
2750	5	0	0	1	0
2751	4	0	0	1	0
2752					
2753	4	0	1	1	1
2754	5	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
2755	5	0	0	1	0
2756	3	0	1	1	0
2757	5	0	0	1	0
2758	5	0	0	1	0
2759	4	0	1	1	0
2760	5	0	0	1	0
2761	5	0	0	1	0
2762	5	0	1	1	1
2763	5	0	0	0	0
2764	4	0	0	1	0
2765	5	0	1	1	0
2766	4	0	0	1	0
2767	4	1	0	1	1
2768	3	1	0	1	0
2769	5	0	0	1	0
2770	5	0	1	1	1
2771	5	0	0	0	0
2772	4	0	0	1	0
2773	4	0	0	1	0
2774	5	0	1	1	0
2775	5	0	0	1	0
2776	3	1	0	1	1
2777	5	0	0	1	0
2778	4	0	0	1	0
2779	4	0	0	1	1
2780	5	0	1	1	0
2781	5	0	0	1	1
2782	5	1	1	1	0
2783	4	0	0	1	0
2784	4	0	0	0	0
2785	5	0	0	1	0
2786	4	0	0	1	0
2787	4	0	0	1	0
2788	4	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2789	4	0	1	1	0
2790	5	0	0	1	0
2791	5	0	0	1	0
2792	5	1	0	1	0
2793	4	0	0	1	0
2794	5	0	1	1	0
2795	5	0	0	1	0
2796	5	0	0	1	0
2797	4	0	0	0	0
2798	4	0	0	1	0
2799	5	0	0	1	0
2800	4	0	0	1	1
2801	5	0	1	1	1
2802	5	0	1	1	1
2803	5	1	1	1	1
2804	5	0	0	1	0
2805	5	0	1	1	0
2806	4	0	1	1	0
2807	5	0	0	1	0
2808	5	0	0	1	0
2809	4	0	0	0	0
2810	5	1	1	1	1
2811	4	0	1	1	0
2812	5	0	1	1	1
2813	4	0	0	1	0
2814	4	0	1	0	0
2815	5	0	0	1	0
2816	5	0	0	1	0
2817	5	0	1	1	1
2818	5	0	0	0	1
2819	4	0	1	1	0
2820	5	0	0	1	0
2821	5	0	0	1	0
2822	5	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2823	4	0	1	1	0
2824	5	0	0	1	0
2825	5	0	0	1	0
2826	5	0	0	1	1
2827	4	0	0	1	0
2828	4	0	0	1	0
2829	4	0	0	1	0
2830	4	0	0	1	0
2831	5	1	1	1	0
2832	5	1	1	1	1
2833	4	0	1	1	0
2834	3	1	1	1	0
2835	3	0	0	1	0
2836	5	0	0	1	0
2837	5	0	1	1	0
2838	4	0	1	1	0
2839	4	0	0	1	0
2840	4	0	0	1	0
2841	4	0	1	1	1
2842	4	0	0	1	0
2843	4	0	1	1	0
2844	5	1	1	1	0
2845	5	0	1	1	0
2846					
2847	4	0	1	1	0
2848	4	1	1	1	0
2849	4	0	0	0	0
2850	4	0	1	1	0
2851	5	0	0	1	0
2852	5	0	0	1	0
2853	4	0	1	1	0
2854	4	0	0	1	1
2855	4	0	0	1	0
2856	5	0	1	0	1

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RandomID	GD1	GD2	GD3	GD4	GD5
2857	3	1	0	1	0
2858	5	0	0	1	1
2859	5	1	1	1	0
2860	3	0	1	1	0
2861	4	0	1	1	0
2862	4	0	0	0	0
2863	4	0	0	1	0
2864	4	0	0	1	0
2865	5	0	0	1	0
2866					
2867	4	0	0	1	0
2868					
2869	4	0	0	1	0
2870	5	0	1	1	0
2871	4	0	0	1	0
2872	5	0	0	1	0
2873	4	1	1	1	0
2874	5	0	1	1	0
2875	5	1	1	1	1
2876	5	0	0	1	0
2877	3	0	0	0	0
2878	5	1	1	1	0
2879	5	0	0	1	0
2880	5	1	0	1	1
2881	5	0	0	1	0
2882	5	1	0	0	0
2883	5	0	1	0	0
2884	5	0	1	1	0
2885	5	0	0	1	0
2886	5	1	1	1	1
2887	4	0	0	1	0
2888	5	0	0	1	0
2889	4	0	0	0	0
2890	4	0	1	0	1

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RandomID	GD1	GD2	GD3	GD4	GD5
2891	4	0	1	1	1
2892	5	0	0	1	1
2893	5	0	1	1	0
2894	4	0	0	1	0
2895	4	1	1	1	0
2896	4	1	1	1	0
2897	4	0	0	1	1
2898	5	0	1		0
2899	3	1	1	1	0
2900	4	0	0	0	0
2901	3	0	1	0	0
2902	4	0	0	1	1
2903	4	0	1	1	0
2904	4	0	0	1	0
2905	4	0	1	1	0
2906	4	0	0	1	0
2907	5	1	1	1	1
2908	4	0	1	1	1
2909	5	0	1	1	0
2910	4	0	0	1	0
2911	5	0	0	1	1
2912	5	0	0	1	1
2913	3	0	1	1	1
2914	4	0	1	1	1
2915	4	0	0	1	0
2916	5	1	1	1	0
2917	3	0	0	0	0
2918	5	0	1	0	0
2919	5	0	0	1	1
2920	4	0	0	1	0
2921	4	0	0	1	0
2922	2	0	1	1	0
2923	4	0	0	1	0
2924	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2925	4	0	0	1	0
2926	4	0	1	1	0
2927	5	0	1	1	0
2928	5	0	0	1	0
2929	3	0	1	1	1
2930	5	0	0	1	1
2931	4	0	0	1	0
2932	4	0	0	1	0
2933	2	1	1	1	0
2934	4	0	1	1	0
2935	5	0	0	1	0
2936	5	0	1	1	0
2937	4	1	0	1	0
2938	5	0	0	1	0
2939	4	0	0	1	0
2940	5	0	0	1	1
2941	4	0	0	1	0
2942	5	0	0	1	0
2943	4	1	1	1	0
2944	5	0	0	1	0
2945	5	0	0	1	0
2946	5	1	0	1	0
2947	4	0	1	1	1
2948	4	0	0	0	0
2949	4	0	1	1	0
2950	5	1	0	1	0
2951	4	0	0	1	0
2952	3	1	1	1	0
2953	5	0	1	1	1
2954	5	1	0	1	1
2955	4	0	0	0	0
2956	4	0	1	1	0
2957	5	0	0	0	0
2958	4	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2959	4	0	1	1	0
2960	5	0	0	1	0
2961	5	0	1	1	0
2962	5	1	0	1	0
2963	5	0	0	1	1
2964	5	0	1	1	0
2965	5	0	0	0	0
2966	4	0	0	1	0
2967	5	0	0	1	0
2968	4	1	1	1	0
2969	4	0	1	1	0
2970	5	0	0	1	0
2971	4	0	0	1	0
2972	4	0	1	1	0
2973	4	0	1	1	0
2974	2	0	0	1	0
2975	4	0	0	1	0
2976	5	0	0	1	0
2977	2	1	1	1	0
2978	4	0	1	1	0
2979	5	0	0	1	0
2980	5	0	1	1	0
2981	5	1	0	1	0
2982	5	0	1	0	0
2983	4	0	1	1	0
2984	4	0	1	1	1
2985	5	1	0	1	0
2986	4	0	1	1	1
2987	4	0	1	0	0
2988	4	0	0	1	0
2989	4	0	0	1	0
2990	5	0	1	1	0
2991	4	0	0	1	0
2992	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
2993	5	0	1	1	0
2994	4	0	0	1	0
2995	4	0	1	1	1
2996	5	0	1	0	0
2997	5	0	0	1	1
2998	4	0	0	1	1
2999	4	0	1	0	0
3000	4	0	1	1	0
3001	5	0	0	1	0
3002	4	1	0	1	1
3003	4	0	1	1	0
3004	4	0	1	1	0
3005	4	0	0	1	0
3006	4	0	1	1	0
3007	5	0	1	1	1
3008	4	0	0	0	0
3009	5	0	1	1	0
3010	5	0	1	1	0
3011	5	1	1	1	0
3012	5	0	0	1	0
3013	4	0	0	1	0
3014	3	0	1	1	0
3015	3	0	1	1	1
3016	4	0	0	1	0
3017	5	0	1	1	0
3018	4	0	1	1	0
3019	5	0	0	1	0
3020	5	0	0	1	0
3021	5	0	0	1	0
3022	4	0	1	1	0
3023	4	0	1	1	0
3024	5	0	1	1	1
3025	3	0	0	1	0
3026	3	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3027	5	0	1	0	0
3028	5	0	1	1	0
3029	4	0	1	1	0
3030	4	0	0	1	0
3031	5	0	0	1	0
3032	5	0	0	1	0
3033	4	0	1	1	0
3034	4	0	0	1	0
3035	4	0	1	1	1
3036	4	0	1	1	0
3037	4	0	0	1	0
3038	5	0	0	1	0
3039	5	1	0	0	0
3040	5	1	1	1	0
3041	5	1	0	1	0
3042	5	0	0	1	1
3043	4	0	0	1	0
3044	5	0	0	0	0
3045	5	0	1	1	0
3046	5	0	1	1	1
3047	5	0	1	1	0
3048	5	0	0	1	0
3049	5	0	0	1	0
3050					
3051	4	0	1	1	0
3052	4	0	0	1	0
3053	5	0	0	0	0
3054	5	0	1	1	0
3055	5	0	1	1	0
3056	4	0	1	1	0
3057	5	0	0	1	0
3058	4	0	0	1	0
3059	4	0	0	1	0
3060	5	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3061	5	0	1	1	0
3062	4	0	0	1	0
3063	5	0	0	1	0
3064	4	0	0	1	0
3065	5	0	0	1	0
3066	4	1	1	1	1
3067	5	0	1	1	1
3068	5	0	0	1	0
3069	4	0	0	1	0
3070	4	0	1	1	0
3071	5	0	1	1	0
3072	4	0	1	1	0
3073	5	0	0	1	0
3074	3	0	0	1	0
3075	5	0	0	1	0
3076	4	0	1	1	0
3077	4	0	0	1	0
3078	4	0	0	1	0
3079	4	0	0	1	0
3080	5	0	0	1	0
3081	5	0	0	1	0
3082	5	0	0	1	0
3083	4	0	0	1	0
3084	4	1	0	1	0
3085	5	0	0	1	0
3086	4	1	1	1	0
3087	4	1	1	1	0
3088	4	0	1	1	0
3089	4	1	1	1	1
3090	3	0	0	0	0
3091	4	0	1	1	1
3092	5	0	0	1	0
3093	5	0	1	1	0
3094	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3095	4	0	1	1	0
3096	5	0	0	1	0
3097	4	0	1	1	0
3098	4	0	1	1	0
3099	4	0	0	0	0
3100	5	0	0	1	0
3101	4	0	0	1	1
3102	4	0	1	1	0
3103	5	0	1	1	1
3104	4	0	0	1	0
3105	3	0	0	1	0
3106	4	0	0	1	0
3107	5	0	0	1	0
3108	4	0	1	1	0
3109	4	0	0	1	0
3110	5	0	0	1	0
3111	5	0	1	1	1
3112	5	0	0	1	0
3113	4	0	0	1	0
3114	5	0	1	1	0
3115	5	0	0	1	0
3116	5	1	0	1	1
3117	5	0	0	1	0
3118	5	0	1	1	0
3119	5	1	0	1	0
3120	4	0	1	1	0
3121	4	0	1	1	0
3122	4	0	0	1	0
3123	5	1	1	1	0
3124	5	0	0	1	0
3125	5	0	1	1	0
3126	5	0	1	1	0
3127	5	0	0	1	0
3128	5	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3129	4	1	1	1	0
3130	5	0	0	1	0
3131	4	0	1	1	0
3132	3	0	1	1	1
3133	4	0	0	1	0
3134	4	0	1	1	0
3135	5	0	0	1	0
3136	5	1	0	1	0
3137	5	0	0	1	0
3138	4	1	1	1	0
3139	4	0	1	1	0
3140	4	1	0	1	0
3141	4	0	0	1	0
3142	4	0	1	1	0
3143	4	0	0	1	0
3144	5	0	1	1	0
3145	4	0	1	1	0
3146	4	0	1	1	0
3147	4	0	0	1	0
3148	4	0	1	1	0
3149	3	0	0	1	0
3150	4	0	1	1	0
3151	4	0	1	1	1
3152	4	1	0	1	0
3153	3	0	0	1	0
3154	5	0	0	1	0
3155	4	0	1	1	0
3156	4	1	0	1	0
3157	5	0	1	1	0
3158	5	0	1	1	0
3159	4	0	1	1	0
3160	4	0	0	1	0
3161	4	0	0	1	0
3162	5	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3163	5	0	1	1	1
3164	5	0	1	1	0
3165	4	0	0	1	0
3166	5	0	1	1	0
3167	4	0	0	1	0
3168	5	0	1	1	0
3169	4	0	0	1	0
3170	4	0	0	1	1
3171	5	0	0	1	0
3172	4	0	0	1	0
3173	5	0	1	1	1
3174	5	0	0	1	0
3175	3	0	1	1	0
3176	5	0	1	1	1
3177	5	0	0	0	0
3178	5	0	1	1	0
3179	4	0	0	1	0
3180	4	1	0	1	0
3181	5	0	0	1	1
3182	5	0	0	1	0
3183	4	1	0	1	0
3184	4	0	0	1	0
3185	5	0	0	1	1
3186	5	0	0	0	0
3187	5	0	1	1	0
3188	4	0	1	1	0
3189	5	0	0	1	0
3190	4	0	1	1	0
3191	4	0	1	1	0
3192	5	1	1	1	0
3193	5	0	1	0	1
3194	5	0	1	1	0
3195	5	1	0	1	1
3196	3	0	1	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
3197	4	1	1	1	0
3198	5	0	1	1	1
3199	4	0	0	1	0
3200	5	0	1	1	0
3201	5	0	0	0	0
3202	5	0	0	1	0
3203	4	0	0	1	0
3204	4	0	0	1	0
3205	5	0	0	1	0
3206	5	0	0	1	0
3207	4	0	0	1	0
3208	3	0	0	1	0
3209	5	0	0	1	0
3210	4	0	1	1	0
3211	5	0	1	0	1
3212	4	0	0	1	0
3213	5	0	0	1	0
3214	4	0	0	1	0
3215	5	0	1	1	0
3216	4		0	1	0
3217	4	0	0	1	0
3218	4	0	0	1	0
3219	5	0	1	1	0
3220	4	0	1	1	0
3221	5	0	0	1	0
3222	5	1	1	1	0
3223	4	0	0	1	0
3224	4	0	0	1	1
3225	5	0	1	1	0
3226	5	0	0	1	0
3227	5	1	1	1	0
3228	5	0	1	1	0
3229	4	0	0	1	0
3230	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3231	4	0	1	1	0
3232	5	0	0	1	1
3233	4	0	0	1	0
3234	4	1	0	1	0
3235	5	0	0	1	0
3236					
3237	5	1	1	1	0
3238	5	0	1	1	0
3239	5	0	0	1	0
3240	4	0	0	1	0
3241	5	0	1	1	1
3242	5	0	0	1	0
3243	5	0	1	1	0
3244	4	0	1	1	0
3245	5	0	1	1	0
3246	3	0	0	1	0
3247	5	0	1	1	0
3248	3	0	1	1	0
3249	5	0	0	1	1
3250	5	0	0	1	0
3251	4	0	1	0	0
3252	4	0	0	1	1
3253	5	0		1	0
3254	4	1	1	0	0
3255	5	0	0	1	0
3256	5	0	1	1	1
3257	4	0	1	0	0
3258	4	0	1	1	0
3259	4	0	0	0	0
3260	5	0	0	0	0
3261	4	0	1	1	0
3262	5	1	0	1	0
3263	5	0	0	1	0
3264	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3265	5	0	0	1	0
3266	5	1	1	1	0
3267	4	0	1	1	0
3268	5	0	0	1	0
3269	5	0	1	0	0
3270	5	0	1	0	0
3271	4	0	0	1	0
3272	4	0	1	1	0
3273	4	0	0	1	0
3274	5	0	0	1	0
3275	4	0	0	1	0
3276	5	0	0	1	0
3277	5	1	1	0	1
3278	5	0	0	1	1
3279	5	0	0	1	0
3280	4	0	1	1	0
3281	5	0	0	1	0
3282	4	0	1	1	1
3283	5	0	0	0	0
3284	3	0	1	1	0
3285	4	0	0	1	1
3286	5	0	1	1	0
3287	4	1	0	1	1
3288	5	0	0	1	0
3289	3	0	0	1	0
3290	5	0	1	1	0
3291	5	0	1	1	0
3292	5	0	0	1	0
3293	4	0	1	1	0
3294	5	0	1	1	1
3295	5	0	1	1	0
3296	5	0	1	1	0
3297	5	0	0	1	1
3298	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3299	4	1	0	1	0
3300	5	0	0	1	1
3301	4	0	0	1	0
3302	4	0	1	1	1
3303	4	0	0	0	0
3304	4	0	0	1	0
3305	5	0	0	1	0
3306	5	0	0	0	0
3307	4	0	1	1	0
3308	5	0	0	1	0
3309	4	0	1	1	0
3310	5	0	0	1	0
3311	5	0	0	1	0
3312	3	1	0	1	1
3313	5	0	0	1	0
3314	5	0	0	1	0
3315	4	0	1	1	0
3316	5	1	1	1	0
3317	4	0	1	1	0
3318	5	0	1	1	0
3319	4	0	1	1	0
3320	4	1	0	1	0
3321	5	0	0	1	0
3322	4	0	0	1	0
3323	3	0	0	1	0
3324	4	0	0	1	0
3325	4	0	0	1	0
3326	3	0	0	1	0
3327	5	0	0	1	0
3328	4	0	1	1	0
3329	4	0	1	0	0
3330	5	0	0	0	0
3331	5	0	0	0	0
3332	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3333	5	0	0	1	0
3334	3	1	0	0	1
3335	5	0	0	0	0
3336	3	1	1	1	1
3337	5	0	0	1	0
3338	4	0	0	1	0
3339	4	0	0	1	1
3340	5	0	0	1	1
3341	5	0	1	1	0
3342	5	0	0	1	0
3343	5	0	0	1	0
3344	5	0	0	1	0
3345	5	0	0	1	1
3346	4	0	0	1	0
3347	4	0	1	1	0
3348	5	0	1	1	0
3349	5	0	0	1	0
3350	5	0	1	1	0
3351	4	0	0	1	0
3352	5	0	0	1	1
3353	5	0	0	1	0
3354	4	1	0	1	0
3355	5	0	1	1	0
3356	5	0	0	1	1
3357	5	0	0	1	0
3358	4	0	0	1	0
3359	5	1	1	1	1
3360	4	0	0	0	0
3361	4	1	1	1	1
3362	5	0	1	1	0
3363	4	0	1	1	0
3364	4	1	0	1	0
3365	5	0	0	1	1
3366	5	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
3367	5	0	1	0	0
3368	5	0	0	1	0
3369	3	1	0	1	0
3370	5	0	0	1	0
3371	5	0	0	1	0
3372	4	0	1	1	1
3373	4	0	0	1	0
3374	5	0	0	0	0
3375	4	0	0	1	0
3376	4	0	0	1	0
3377	5	0	1	1	0
3378	4	0	1	1	0
3379	4	1	0	1	1
3380	4	1	0	1	0
3381	5	1	0	1	0
3382	4	0	1	0	0
3383	5	1	1	1	0
3384	5	1	1	1	1
3385	4	0	1	1	0
3386	4	0	0	1	0
3387	3	0	0	1	0
3388	4	0	0	1	0
3389	5	1	1	1	0
3390	4	0	1	1	1
3391	4	1	1	1	0
3392	5	1	1	1	0
3393	4	0	0	0	0
3394	4	0	1	1	0
3395	5	1	1	1	0
3396	4		0	1	0
3397	5	0	0	1	0
3398	4	0	1	1	0
3399	4	0	1	1	1
3400	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3401	5	0	1	1	0
3402	4	1	1	1	0
3403	5	0	0	1	0
3404	5	0	1	1	0
3405	4	0	0	1	0
3406	4	0	1	1	0
3407	5	0	1	0	1
3408	4	0	0	1	0
3409	5	0	0	1	0
3410	3	0	0	1	0
3411	5	0	0	1	0
3412	4	0	1	1	0
3413	5	1	1	1	0
3414	4	0	0	0	0
3415	5	0	1	1	0
3416	4	0	1	1	0
3417	3	0	0	1	0
3418	5	0	1	1	0
3419	4	0	1	1	0
3420	4	0	1	1	0
3421	5	0	1	1	0
3422	5	0	0	0	0
3423	5	0	1	1	0
3424	5	0	0	1	0
3425	5	0	0	1	0
3426	4	0	0	1	0
3427	4	0	0	1	0
3428	5	0	1	1	1
3429	4	0	0	1	0
3430	4	0	1	1	0
3431	4	0	0	1	0
3432	5	0	1	0	0
3433	5	0	0	1	0
3434	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3435	5	0	0	1	0
3436	5	0	0	1	0
3437	4	1	0	1	0
3438	4	1	1	1	0
3439	3	1	0	1	0
3440	4	0	0	1	0
3441	4	0	0	0	0
3442	5	0	1	1	0
3443	5	0	0	1	0
3444	4	0	0	1	0
3445	4	0	0	1	0
3446	5	0	0	1	0
3447	5	0	0	1	0
3448	5	1	1	1	0
3449	5	0	0	1	0
3450	5	0	0	1	0
3451	4	0	1	1	0
3452	5	0	0	1	0
3453	3	0	0	1	0
3454	5	0	1	1	0
3455	5	0	0	1	0
3456	5	1	1	1	0
3457	5	0	0	1	0
3458	4	1	0	1	0
3459	5	1	0	1	0
3460	5	0	1	1	0
3461	5	1	0	1	0
3462	5	0	0	0	0
3463	4	0	1	0	0
3464	4	0	0	1	1
3465	5	0	1	1	0
3466	4	0	1	1	0
3467	5	1	1	1	0
3468	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3469	4	0	0	1	0
3470	5	0	1	1	0
3471	4	0	0	1	1
3472	4	0	0	0	0
3473	4	0	1	1	0
3474	4	0	0	1	0
3475	5	0	1	1	0
3476	4	0	1	1	0
3477	5	0	1	1	0
3478	4	0	0	1	0
3479	4	0	0	1	0
3480	5	0	0	1	0
3481	4	0	1	1	0
3482	4	0	0	1	0
3483	4	0	0	1	1
3484	5	0	1	1	0
3485	5	1	1	1	0
3486	5	0	0	1	1
3487	5	0	0	1	0
3488	4	0	0	1	0
3489	5	0	0	1	0
3490	5	0	1	1	0
3491	5	0	1	1	0
3492	4	1	0	1	0
3493	4	0	0	1	0
3494	5	0	0	1	0
3495	5	0	0	1	1
3496					
3497	5	0	0	0	0
3498	4	0	1	1	0
3499	5	0	0	1	0
3500	5	1	0	1	0
3501	4	1	1	1	0
3502	5	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
3503	4	0	0	1	1
3504	4	0	0	1	0
3505	5	0	0	1	1
3506	4	0	1	1	0
3507	4	0	1	1	1
3508	4	0	0	1	0
3509	4	0	0	0	0
3510	4	0	1	0	0
3511	5	0	1	0	0
3512	5	0	0	1	0
3513	4	0	1	0	0
3514	5	0	0	1	0
3515	5	1	0	1	0
3516	4	0	0	1	0
3517	5	1	1	0	0
3518	5	0	1	1	0
3519	5	0	1	1	0
3520	5	1	1	1	0
3521	4	0	0	1	0
3522	4	1	1	1	0
3523	4	0	0	1	0
3524	5	0	0	1	0
3525	4	0	0	1	0
3526	4	0	0	1	0
3527	4	1	1	1	1
3528	4	0	0	0	0
3529	4	0	0	1	0
3530	4	0	0	1	1
3531	5	1	0	1	0
3532	4	0	0	1	0
3533	5	0	0	0	1
3534	4	0	1	1	0
3535	5	0	0	1	0
3536	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3537	3	1	0	1	1
3538	4	0	0	0	0
3539	5	1	0	1	0
3540	5	0	1	1	1
3541	5	1	0	1	0
3542	4	0	0	1	0
3543	5	0	1	1	0
3544	5	0	1	0	0
3545	4	0	0	1	1
3546	5	0	0	1	0
3547	5	0	0	1	0
3548	3	0	0	1	0
3549	4	0	0	1	0
3550	4	0	0	1	0
3551	4	0	0	1	0
3552	4	0	1	1	1
3553	3	0	0	1	0
3554	5	0	0	1	0
3555	5	1	1	1	0
3556	5	0	0	1	0
3557	4	0	0	1	0
3558	4	0	0	1	0
3559	5	0	0	1	0
3560	4	0	0	1	0
3561	5	0	0	1	0
3562	3	0	0	0	0
3563	4	0	0	0	1
3564	5	0	0	1	0
3565	5	0	1	1	0
3566	5	0	0	1	0
3567	5	0	0	0	0
3568	5	0	0	1	0
3569	5	0	1	1	1
3570	5	0	1	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
3571	4	0		1	0
3572	4	0	1	1	0
3573	5	1	1	1	0
3574	4	0	0	1	0
3575					
3576	4	0	0	0	0
3577	4	0	0	1	0
3578	5	0	0	1	0
3579	5	0	0	1	1
3580	4	0	0	1	1
3581	4	0	0	1	0
3582	4	0	1	1	0
3583	4	0	1	1	0
3584	4	0	1	1	0
3585	4	0	1	1	0
3586	4	0	0	0	0
3587	4	0	1	1	0
3588	3	1	0	1	0
3589	4	0	0	0	0
3590	5	0	0	1	0
3591	4	0	1	1	1
3592	5	0	1	1	1
3593	5	0	0	1	0
3594	5	0	0	1	0
3595	5	1	1	1	0
3596	4	0	1	0	0
3597	5	0	1	1	0
3598	4	0	1	1	0
3599	5	1	0	1	1
3600	5	0	0	1	0
3601	5	0	0	1	0
3602	3	0	1	1	0
3603	5	0	0	1	0
3604	4	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3605	4	0	1	1	0
3606	5	0	0	1	0
3607	5	0	1	1	0
3608	4	0	0	1	0
3609	4	0	1	1	0
3610	5	0	1	0	0
3611	5	0	0	1	0
3612	3	0	1	1	0
3613	5	1	1	0	0
3614	4	0	1	1	0
3615	4	0	0	1	0
3616	4	0	1	1	0
3617	3	0	0	0	0
3618	5	0	0	1	0
3619	4	0	0	1	0
3620	4	1	0	1	1
3621	4	0	0	1	1
3622	4	1	1	1	0
3623	5	1	0	1	0
3624	5	0	0	1	0
3625	5	0	0	1	0
3626	4	1	1	1	0
3627	5	0	1	1	0
3628	5	0	0	1	0
3629	5	0	1	1	0
3630	5	1	0	1	1
3631	5	0	1	1	0
3632	4	0	1	1	1
3633	4	1	0	1	0
3634	4	0	0	1	0
3635	5	0	1	1	0
3636	4	0	0	1	0
3637	4	0	0	1	0
3638	5	0	1	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3639	4	0	0	1	0
3640	5	0	0	1	1
3641	5	1	0	1	0
3642	4	0	0	1	0
3643	5	0	0	1	0
3644	4	1	0	0	1
3645	5	0	0	1	0
3646	5	0	0	1	0
3647	5	0	1	1	0
3648	5	0	0	1	1
3649	4	0	1	1	0
3650	4	0	0	1	0
3651	4	1	0	1	0
3652	5	0	0	1	0
3653	5	0	1	1	0
3654	5	0	0	1	0
3655	4	1	1	1	0
3656	4	1			
3657	3	0	0	1	0
3658	5	0	0	1	0
3659	5	0	0	1	0
3660	4	0	0	1	0
3661	5	0	1	1	0
3662	4	0	1	1	1
3663	4	0	0	1	0
3664	4	0	1	1	1
3665	5	0	0	1	0
3666	5	0	0	1	0
3667	4	0	1	0	0
3668	5	0	0	1	0
3669	3	0	1	1	0
3670	5	0	0	1	0
3671	4	0	0	1	0
3672	4	0	0	0	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3673	4	0	0	1	1
3674	5	0	0	1	0
3675	5	1	1	1	0
3676	3	0	0	1	0
3677	4	1	1	1	1
3678	4	0	0	1	0
3679	4	1	1	1	0
3680	4	0	0	1	0
3681	4	0	0	1	0
3682	5	1	0	1	0
3683	4	1	1	1	0
3684	4	0	0	1	0
3685	4	0	1	1	1
3686	5	0	1	1	0
3687	5	0	1	1	0
3688	4	1	0	1	0
3689	4	0	1	1	1
3690	5	0	0	1	0
3691	5	0	0	1	0
3692	5	1	0	1	1
3693	4	0	1	1	1
3694	4	1	0	1	0
3695	5	0	0	1	0
3696	4	0	0	1	0
3697	5	0	1	1	0
3698	4	0	0	1	0
3699	5	0	1	1	0
3700	5	0	1	1	0
3701	5	0	1	1	0
3702	4	0	0	1	0
3703	5	0	0	1	0
3704	5	1	1	1	0
3705	5	0	1	1	0
3706	5	0	0	0	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3707	5	0	1	1	0
3708	5	0	1	0	1
3709	5	1	1	1	0
3710	3	0	0	1	0
3711	5	1	0	1	1
3712	5	0	1	0	0
3713	5	1	0	1	0
3714	4	0	0	1	0
3715	4	0	1	1	1
3716	4	0	0	1	0
3717	4	0	0	1	0
3718	5	0	0	0	0
3719	5	0	1	1	0
3720	5	1	0	1	0
3721	4	0	0	1	0
3722	5	0	1	1	0
3723	5	0	1	1	0
3724	3	0	1	1	0
3725	5	0	0	1	0
3726	5	0	1	1	0
3727	4	1	0	1	1
3728	5	0	0	0	1
3729	5	0	1	1	0
3730	4	0	0	1	0
3731	4	1	0	1	0
3732	5	0	1	1	0
3733	3	0	0	1	0
3734	4	0	0	1	0
3735	4	1	0	0	0
3736	5	1	1	1	1
3737	5	0	1		
3738	4	0	0	0	0
3739	5	0	0	1	0
3740	5	0	1	1	1

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
3741	5	0	0	1	0
3742	5	1	0	1	0
3743	5	0	1	1	1
3744	3	0	0	1	1
3745	4	0	0	1	1
3746	5	0	0	1	0
3747	5	0	1	0	1
3748	4	0	0	1	0
3749	5	0	0	1	0
3750	4	0	1	1	0
3751	5	1	0	1	0
3752	3	0	0	1	0
3753	5	0	1	1	0
3754	5	0	0	0	0
3755	5	0	1	1	1
3756	4	0	0	1	0
3757	5	0	1	1	0
3758	5	0	0	1	0
3759	4	0	1	1	0
3760	5	0	0	1	0
3761	4	0	0	1	0
3762	4	0	0	1	1
3763	5	0	1	1	0
3764	5	0	0	1	0
3765	4	0	1	0	0
3766	5	0	1	1	0
3767	5	0	0	1	0
3768	4	0	0	1	0
3769	5	0	0	0	0
3770	5	1	0	1	0
3771	4	0	0	0	0
3772	4	1	1	1	1
3773	5	0	0	1	0
3774	4	0	0	0	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3775	5	0	1	1	0
3776	5	0	1	1	0
3777	5	0	0	1	0
3778	4	0	0	1	0
3779	5	1	0	1	0
3780	5	0	0	1	0
3781	5	1	1	1	0
3782	5	0	1	1	0
3783	4	1	0	1	1
3784	4	1	1	1	0
3785	4	0	0	1	0
3786	4	0	1	1	1
3787	4	0	0	0	0
3788	5	0	0	1	0
3789	4	0	0	1	0
3790	4	0	0	1	0
3791	4	0	0	1	0
3792	3	0	0	1	0
3793	3	0	0	1	0
3794	4	0	1	1	0
3795	4	0	1	1	0
3796	4	1	0	1	0
3797	4	0	0	1	1
3798	4	0	0	0	0
3799	4	0	0	1	0
3800	5	0	0	1	1
3801	4	1	1	1	0
3802	4	0	0	0	0
3803	4	0	0	1	0
3804	5	0	0	1	0
3805	4	1	0	1	1
3806	4	0	0	0	0
3807	4	0	1	1	1
3808	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3809	4	1	1	1	0
3810	5	0	1	1	1
3811	5	1	0	1	1
3812	4	0	0	1	0
3813	5	0	0	1	0
3814	4	0	0	1	0
3815	5	0	0	0	0
3816	5	0	0	1	0
3817	4	0	1	1	1
3818	5	0	1	1	0
3819	4	0	1	1	1
3820	5	0	0	1	0
3821	5	0	0	0	0
3822	3	1	1	1	0
3823	5	0	0	1	0
3824	5	0	0	1	0
3825	4	0	1	0	0
3826	5	0	0	1	0
3827	5	0	0	1	0
3828	4	0	0	1	0
3829	4	0	0	1	0
3830	4	0	0	1	1
3831	5	1	1	1	0
3832	5	1	1	1	0
3833	5	0	1	1	0
3834	5	0	0	1	0
3835	5	0	1	1	0
3836	4	0	0	1	0
3837	5	1	1	1	0
3838	4	0	1	1	0
3839	4	0	0	1	0
3840	4	0	0	1	0
3841	4	1	1	1	0
3842	5	0	0	1	0

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RandomID	GD1	GD2	GD3	GD4	GD5
3843	5	1	0	1	0
3844	3	0	1	1	1
3845	5	0	0	1	0
3846	5	0	1	1	0
3847	5	0	0	1	0
3848	4	0	0	1	0
3849	5	0	0	1	1
3850	4	0	0	0	0
3851	4	0	0	1	0
3852	4	0	0	1	0
3853	5	0	1	1	0
3854	4	0	0	1	0
3855	4	0	0	1	0
3856	4	0	0	1	0
3857	5	0	1	1	0
3858	4	1	1	1	1
3859	3	1	0	1	0
3860	5	0	0	1	0
3861	5	0	0	1	0
3862	4	0	1	1	0
3863	5	0	0	1	0
3864	4	0	0	1	1
3865	5	0	0	1	0
3866	5	0	1	1	0
3867	5	0	0	1	0
3868	4	0	1	1	0
3869	4	0	0	1	0
3870	5	1	1	1	0
3871	5	0	0	1	0
3872	5	0	0	1	0
3873	5	0	1	1	0
3874	4	0	1	1	0
3875	5	0	1	1	0
3876	5	0	0	0	1

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
3877	4	0	0	1	0
3878	5	1	0	1	0
3879	5	1	1	1	0
3880	5	0	0	1	0
3881	5	0	0	1	0
3882	5	0	1	1	0
3883	5	0	1	1	0
3884	5	0	0	1	0
3885	4	0	0	1	1
3886	4	0	0	1	0
3887	4	0	1	0	0
3888	5	0	1	1	0
3889	5	0	1	1	0
3890	5	0	1	1	1
3891	5	0	1	1	0
3892	4	0	0	1	0
3893	4	0	0	1	0
3894	4	0	0	1	0
3895	5	0	0	1	0
3896	5	1	0	1	0
3897	5	0	1	0	0
3898	5	0	0	1	0
3899	5	0	0	0	0
3900	4	0	0	0	0
3901	5	0	1	1	0
3902	3	1	1	1	0
3903	5	0	1	1	1
3904	5	0	1	1	0
3905	5	0	0	1	0
3906	4	0	0	0	0
3907	4	1	1	1	0
3908	4	0	1	1	1
3909	5	0	1	1	0
3910	4	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
3911	4	0	1	1	0
3912	5	0	0	1	1
3913	4	0	0	1	0
3914	4	0	0	1	0
3915	4	0	1	1	1
3916	5	0	0	1	1
3917	4	0	1	1	1
3918	4	0	0	1	0
3919	4	0	0	1	0
3920	5	0	0	1	0
3921	4	0	0	0	0
3922	3	0	1	1	1
3923	4	0	1	1	1
3924	5	0	0	1	0
3925	5	0	0	1	0
3926	4	0	0	1	0
3927	3	0	0	1	0
3928	5	0	0	0	1
3929	4	0	0	1	0
3930	5	0	0	1	0
3931	4	0	1	1	1
3932	4	1	0	1	0
3933	3	0	1	1	0
3934	5	0	0	1	0
3935	5	0	0	1	0
3936	5	1	0	1	0
3937	5	0	0	1	0
3938	3	0	0	1	0
3939	5	0	0	1	1
3940					
3941	5	1	1	1	0
3942	5	0	0	1	0
3943	5	0	1	1	1
3944	5	0	0	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
3945	4	0	1	1	0
3946	4	1	0	1	0
3947	4	0	0	1	0
3948	4	0	0	1	1
3949	4	0	0	1	1
3950	4	0	0	1	0
3951	4	0	1	1	0
3952	4	0	0	1	0
3953	4	1	0	1	0
3954	4	0	0	0	0
3955	4	0	0	1	0
3956	5	0	1	1	1
3957	4	0	0	1	0
3958	4	0	1	1	0
3959	4	0	0	1	0
3960	5	0	1	1	0
3961	5	0	1	1	0
3962	4	1	0	1	0
3963	4	0	0	0	0
3964	4	0	0	1	0
3965	5	0	1	1	0
3966	4	0	1	1	1
3967	5	0	0	1	0
3968	5	0	0	1	0
3969	5	1	1	1	0
3970	3	0	1	1	0
3971	5	0	0	1	0
3972	5	1	1	1	0
3973	5	0	0	1	0
3974	4	1	0	0	0
3975	5	0	1	0	1
3976	5	0	1	1	0
3977	5	0	0	1	0
3978	5	0	1	1	1

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
3979	5	0	0	1	1
3980	4	0	0	1	0
3981	4	0		1	0
3982	4	1	0	1	0
3983	5	0	1	1	0
3984	5	0	0	1	0
3985	4	0	1	1	0
3986	3	0	0	0	0
3987	5	0	1	1	1
3988	5	0	0	1	0
3989	4	0	1	1	0
3990	4	0	0	1	0
3991	5	0	1	1	0
3992	5	0	0	1	0
3993	4	0	1	1	0
3994	5	0	1	1	0
3995	4	0	1	1	0
3996	4	1	0	1	1
3997	5	1	1	0	1
3998	4	1	1	1	0
3999	5	0	0	1	0
4000	5	0	1	1	0
4001	5	0	0	1	0
4002	4	0	0	0	0
4003	4	0	0	1	0
4004	4	0	1	1	1
4005	5	0	0	1	0
4006	5	0	0	1	0
4007	5	0	0	1	0
4008	5	0	0	1	1
4009	5	0	0	1	1
4010	4	0	1	1	0
4011	4	0	1	1	0
4012	5	0	1	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
4013	5	0	0	1	1
4014	4	0	1	1	0
4015	4	0	0	1	0
4016	5	1	1	1	0
4017	5	1	0	1	0
4018	4	0	1	1	0
4019	5	1	0	1	0
4020	4	0	0	1	0
4021	5	0	1	1	0
4022	5	0	1	1	0
4023	5	1	1	1	0
4024	5	0	0	1	0
4025	4	0	1	1	0
4026	5	0	0	1	1
4027	5	0	0	1	0
4028	5	0	1	0	0
4029	5	0	0	1	0
4030	4	0	0	1	0
4031	4	0	0	1	0
4032	5	1	1	1	1
4033	4	0	0	0	0
4034	4	1	0	1	0
4035	4	0	0	1	0
4036	5	0	0	1	1
4037	5	0	0	1	0
4038	3	0	0	1	0
4039	5	1	0	1	0
4040	4	0	0	0	0
4041	5	0	0	1	0
4042	5	0	0	1	0
4043	5	1	0	1	0
4044	5	0	0	1	0
4045	3	0	1	1	0
4046	5	0	1	1	0

NAOMS General Aviation Section D Redacted - Numeric

RandomID	GD1	GD2	GD3	GD4	GD5
4047	4	0	0	1	0

GD2A
REFERENCE FRACTIONAL COMPARED TO CORPORATE, PREFLIGHT WEATHER BRIEFING .. DOES ANSWERS TOTAL 86 OR NOT
THE ARENT VALID QUESTIONS
IT WAS THE ONE ABOUT FLYING PATIENTS AND EMERGENCY MEDICAL STUFF.
THE QUESTIONS REGARDING VISIBILITY SHOULD BE AIRPORT SPECIFIC, SUCH AS WITH MOUNTAIN AIRPORTS.
A COUPLE OF THE QUESTIONS MADE ME RETHINK OR REQUEST MORE DETAIL TO GET TO THE RIGHT ANSWER.
WORDING WAS REPETITIVE.
I CAN'T RECALL THE EXACT QUESTIONS BUT A COUPLE I HAD TO THINK REALLY HARD ON AND THEY WERE AMBIGUOUS
THE PRE-RECORDED WEATHER STUFF THE ATIS, WHERE EVER THAT IT FELL INTO THOSE SET OF QUESTIONS, DIDN'T KNOW IF INBOUND ATIS COUNTED IN THOSE QUESTIONS
INSTRUMENT CONDITIONS ARE TO BROAD.
LANDING ON THE RUNWAY WHEN AN AIRCRAFT IS ALREADY ON THAT RUNWAY.
MOST OF THE QUESTIONS WERE OKAY, BUT A COUPLE OF THEM WERE POORLY WORDED.
QUESTIONING WAS NOT SPECIFIC ENOUGH OR AMBIGUOUS.
LOSS OF ATTITUDE INDICATOR QUESTION DID QUERY FOR BACKUP INDICATOR.
THE WEATHER ONES I WAS CONFUSED AT THAT.
I.M.C. CONDITION QUESTION ON I.F.R. FLIGHT: WHETHER CONDITIONS ACTUALLY EXISTED, AS OPPOSED TO BEING ENTERED.
Q ABOUT INSTRUMENT APPROACH. DESCENDING BELOW INSTRUMENT APPROACH. IF YOU GO BELOW MINIMUMS, YOU ARE STILL ON A LEGAL APPROACH BUT ALSO BELOW THE MINIMUMS.
THE QUESTION ABOUT REDUCED MINIMUMS CEILING AND VISIBILITY/IT'S A BROAD QUESTION THAT NEEDS SOME NARROWING /EACH PHASE HAS DIFFERENT MINIMUMS SO ONE ANSWER WON'T MAKE SENSE
WAS A LITTLE CONFUSED ON RUNWAY LANDING QUESTION AND ON WHETHER IT MEANT ACTUALLY LANDING ON DESCENDING.
THE ONES WITH WHAT STATES THAT YOU FLY PRIMARILY
THE ONE ABOUT LEAVING THE FREQUENCY GETTING WEATHER, SHOULD ASK IF BOTH PILOT AND COPILOT GET OFF FREQUENCY TO GET INFO ON WEATHER.
QUESTIONS ABOUT IFR AND VFR WERE CONFUSING BECAUSE IT IS VERY COMMON TO TAKE OFF IN VFR CONDITIONS AND THEN CHANGE TO IFR IN ROUTE FOR THE REMAINDER OF THE FLIGHT OR JUST A SMALL PORTION OF IT.
SOME QUESTIONS WERE AMBIGUOUS BECAUSE THE SURVEY IS SUPPOSED TO BE CONDUCTED ABOUT CORPORATE OPERATIONS.
THE QUESTIONS APPLY MORE TO PLEASURE FLIGHTS UNDER PART 91 AND NOT 135.
THE ONES THAT TALK ABOUT ANY PORTION OUT OF THE FLIGHTS THAT I MADE WERE THEY IN VFR CONDITIONS, WERE THOSE ON VFR FLIGHT PLAN, OR WHETHER OR NOT IT WAS IN SOME PART VFR CONDITIONS
QUESTION ON PRE-FLIGHT V.F.R. AND I.F.R. WEATHER MINIMUMS.
ALTERNATIVE LANDING SITE WASN'T SPECIFIC IF REFERENCE TO CIRCLE LANDING OR ANOTHER AIRPORT

GD2A
IT WAS THE QUESTION ABOUT PRE-FLIGHT INFORMATION WAS IT PRE-RECORDED WAS NO CLEARLY WORDED SO THAT I COULD FEEL CONFIDENT THAT I WAS ANSWERING ACCURATELY.
DO YOU OR YOUR ORGANIZATION APPLY MORE CONSERVATIVE I.F.R. WEATHER MINIMUMS THAN THE FAA REQUIRES.
UNDER THE SURVEY THAT I WAS READING, I THOUGHT THAT YOU WERE ASKING FOR MORE OF AN EXPERIENCE, THE QUESTIONS WERE DIFFERENT THEN WHAT I EXPECTED, THOUGHT THAT I MIGHT GET INTO TRAINING ISSUES, WHAT'S GOING ON NOW ABOUT THE AVIATION TRAINING AND WHAT NEEDS
WHEN REFER TO IMC NEED TO BE MORE SPECIFIC TO MINIMUMS FOR THE APPROACH; IS IT IFR OR VFR MINIMUMS.
THE QUESTION ABOUT LOSING TRACK TO NATURAL HORIZON, HE DIDN'T UNDERSTAND WHAT THE QUESTION WAS REALLY ASKING FLIGHTS FOR CORPORATE TRANSPORTATION QUESTION AND THE SURVEY'S DEFINITION.....ALSO "LIGHTS WITH PAYING PASSENGERS".
AMBIGUOUS CONCERNING FLIGHT OPERATIONS.
HAVING MORE CONSERVATIVE MINIMUMS IN IFR CONDITIONS
LACK ACCURATE WEATHER INFO.
GAH3 -REQUIRED A SUBJECTIVE ANSWER-THIS WOULD BEAR FURTHER DISCUSSION IN MY VIEW. YOU CAN'T GIVE JUST A PAT ANSWER TO THIS QUESTION UNLESS YOU DEFINE IT AAS AN IMMINENT CONCERN FOR SAFETY. IF THIS WAS DEFINED WITHIN A CERTAIN RANGE I COULD BE MORE SPECIFI
CONFUSING TO UNDERSTAND TRYING TO DEFINE IFR FLIGHT PLAN OR VMC CONDITIONS
LOSS OF VISUAL CONTACT QUESTION AND FOR HOW LONG CONTACT WAS LOST AND WHETHER IT WAS REGAINED.
ALTITUDE DEVIATION OF 300 FEET QUESTION
DOES YOUR COMPANY REQUIRE HIGHER STANDARDS FOR FLYING IN IFR. THE QUESTION SHOULD HAVE BEEN MORE SPECIFIC TO WHAT PHASE OF FLIGHT.
I WASN'T QUITE SURE HOW THE INTERVIEW WAS GOING TO BE CONDUCTED. IF I HAD KNOWN, I WOULD HAVE GONE BACK AND LOOKED AT MY LOG BOOK A LITTLE MORE CLOSELY.
QUESTION ABOUT ACCURATE WEATHER ABOARD THE AIRCRAFT WHILE IN FLIGHT. IT WAS LEADING ME TO ASK A QUESTION THEY SHOULD DIFFERENTIATE BETWEEN THE 135 AND THE FRACTIONAL IN THE STUDY. HE BELIEVES THERE SHOULD BE A FRACTIONAL CATEGORY.
THE QUESTION ABOUT WHAT STATE YOU PRIMARILY FLY IN. HE STATES HE FLYS ALL OVER.
ABOUT "HAVE I EVER FLOWN BELOW MIN SAFE ALTITUDE..KEY PHRASE IS MINIMUM SAFE ALTITUDE.
THE QUESTION ABOUT THE VFR WEATHER MINUMINS BECAUSE AS WE FLY ACROSS THE COUNTRY WE RUN INTO DIFFERENT MINUMINS AND WE ARE CONSTANTLY ADJUSTING
IMC CONDITIONS ON A VFR FLIGHT
THE VISIBILITY ON APPROACH -ASKING UPON LANDING OR APPROACH WAS CONFUSING.

GD2A
BOTH QUESTIONS GC20A AND GC20B UNDER PART 91 IF YOU ARE INSIDE OUTER MARKER YOU ARE ABLE TO CONTINUE THE APPROACH IF THE WEATHER REPORTED GOES BELOW THE MINIMUM. YOU ARE NOT ABLE TO DESCEND BELOW THE PUBLISHED MINIMUM.
WEATHER CEILING IN APPROACH IN IMC CONDITION QUESTION. SOMETIMES YOU SIMPLY HAVE ANY WAY OF KNOWING WHAT THAT NUMBER IS/WAS.
WEATHER THE PASSENGER COMPARTMENT WAS A GALLEY OR NOT. SOME OF THE QUESTIONS NEEDED TO BE MORE CLEAR.
THE QUESTION ABOUT AUTO PILOT ASK ABOUT WING LEVELERS. THIS IS CONFUSING BECAUSE MOST AUTO PILOTS HAVE WING LEVELERS.
THE QUESTION ABOUT THE WEATHER NEEDS TO BE MORE SPECIFIC.
QUESTION ABOUT UNDERTAKING FLIGHTS FOR ANY OTHER PURPOSE: COULD THE WORDING OF IT MEAN ALSO AS APASSENGER?
PRE-FLIGHT MIMINUMS QUESTION AND WHETHER IT MEANT FOR TAKEOFF, LANDINGS, OR FLIGHT IN GENERAL.
THE QUESTIONS ABOUT COMPANY LIMITS THAT ARE HIGHER THAN THE FAA LIMITS. THE R. FLIES IN MOUNTAIN AREAS WHERE THE LIMITS VARY DEPENDING ON THE AIRPORT.
A COUPLE..... BUT I CAN'T RECALL WHAT THEY WERE
DOES NOT REMEMBER. STATES " TOO MANY QUESTIONS." A WRITTEN TEST WOULD BE BETTER.
3 QUESTIONS WERE TOTALLY OFF THE SUBJECT ABOU INSTUMENT FLYING
THE ONE ABOUT IFR AND MILES OF VISABILITY.
YOU HAVE TO LISTEN TO EXACTLY WHAT THE PERSON IS SAYING. IT'S NOT WHAT IT'S LIKE IN THE REAL WORLD. (ALSO FOR QUESTION GC16A THE ANSWER IS 1/4 MILE.)
THE WORDING ON THE INSTRUMENT APPROACH LANDING REGULATIONS QUESTION FOR FAR 91 PILOTS IS A LITTLE CONFUSING BECAUSE I THINK YOU CAN MAKE LANDINGS.
REFERENCE TO AG2 QUESTION: THE DEFINITION OF MINIMUM SAFE ALTITUDE WAS UNCLEAR - NEEDS TO BE CLARIFIED.
GER13B QUESTION WAS INCOMPLETE; PLEASE REVISE.
GA12F: DICIPHER BETWEEN FRACTIONAL & REVENUE FLYING, I.E., 135. 60 DAYS SHOULD BE CHANGED TO THE LAST 5 YEARS TO GIVE A MORE ACCURATE ACCOUNT. CONSERVATIVE WEATHER MINIMUMS SHOULD BE BROKEN DOWN INTO PHASES OF FLIGHT, I.E, TAKE OFF, ENROUTE LANDING.
COMPANY MINIMUMS WHICH ARE NOT TOTALLY APPLICABLE OR ONLY PARTIALLY APPLICABLE
THE QUESTIONS ABOUT THE MORE CONSERVATIVE WEATHER MINIMUMS
QUESTION CONCERNING FAA RGULATIONS ABOUT IMC AND PART 91BELOW WEATHER MINIMUMS
YOUR TRYING TO FILL IN THE BLOCKS AND THEY ASK SPECIFIC THINNGS AND THERE IS NO ROOM FOR VARIABLES.
CONFUSING
QUESTION RE FUEL RESERVES. WAS IFR VFR RESERVES. COULD BE DIFFERENT.
WORDING AMBIGUOUS; FLYING REGULATIONS MAY NOT ALWAYS BE APPLICABLE FOR DIFFERENT TYPES OF AIRCRAFT.

GD2A
GC16A & GC16B NEED TO KNOW IF QUESTIONS REFER TO TAKE OFF OR LANDING.
THE QUESTION ABOUT THE 2 AIRCRAFTS COLLIDING ON THE GROUND. WERE THE AIRCRAFTS MOVING OR NOT MOVING? R. FOUND THIS QUESTION TO BE AMBIGUOUS.
THE QUESTION ABOUT LEAVING THE FREQUENCY FOR FLIGHT SERVICE TO GET A WEATHER BRIEFING. R FOUND THAT QUESTION TO BE AMBIGUOUS.
ITS NOT SPECIFIC ENOUGH
THE WEATHER MINIMUMS DEPEND UPON MY NUMBER HOURS IN TYPE .AIRPLANE
REWORDING
THE DEFINITION OF CORPORATE PILOT IS VAGUE.
SOME QUESTIONS ARE POORLY WORDED SUCH AS THE REGULATIONS FLYING UNDER IFR; THERE ARE MORE IMPORTANT ISSUES REGARDING SAFETY THAT WAS NOT ASKED;
GC18C PLEASE REPHRASE OMITTING THE WORD "DURING." - PLEASE CHECK [AIRCRAFT X] FOR EXISTENCE. CONSIDER SEASONAL SURVEY QUESTIONS, POSSIBLY EXTENDING THE LENGTH OF TIME FROM 60 DAYS PLUS, OR MAYBE ASK A QUESTION ABOUT WHAT TIME OF THE YEAR THE PILOT
CAN'T RECALL SPECIFIC QUESTIONS. DID ASK FOR CLARIFICATION ON SOME QUESTIONS
IT SEEMS LIKE YOU ARE ASKING THE SAME QUESTION MANY TIMES.
REFERENCE QUESTIONS ABOUT CEILING VISIBILITY SHOULD BE MORE SPECIFIC
THE ONE RELATING TO WHICH PHASE OF FLIGHT REGARDING FARs.
PREFLIGHT VFR MINIMUMS QUESTION WAS A LITTLE CONFUSING.
QUESTION LIKE GC20D, NEEDS CLARIFICATION. SOME QUESTIONS DON'T SEEM TO FOLLOW THE QUESTION BEFORE IT AND SOME DO.
HOW MANY TIMES DID WE GO BELOW THE MSA? THE PROBLEM IS YOU HAVE TO GO BELOW THE MSA TO LAND.
WEATHER RELATED; OUR COMPANY HAS REQUIREMENTS WITH MORE STRINGENT REQUIREMENTS FOR NON-PRECISION CIRCLING APPROACHES THAN THE FAR REQUIRES.
THE QUESTIONS ABOUT VISABILITY (ABOUT MORE STENGENT VISIBILITY) NEED TO BE MORE SPECIFIC (ADDRESS A PARTICULAR PHAZE OF FLIGHT). A LOT OF THESE QUESTIONS ARE AUTOMATICALLY ANSWERED IF PART 91, LOTS OF UNNECESSARY QUESTIONS DEPENDING ON SOME CRITERIA.
THIS IS A FUNNY QUESTION-YOU'RE NOT ASKING IF THE PLANE IS LANDING OR TAKING OFF.
QUESTION ABOUT IFR FLIGHTS, I SAID 2 INSTEAD OF 1. I THOUGHT YOU MEANT TAKEOFFS
MOST OF THE QUESTIONS DID NOT APPLY TO ME. MOST OF FLYING THAT I DO IS RECREATIONAL .
IT KIND OF HARD TO REMEMBER IT ALL.
CONFUSING
DOWN THE GLIDESLOPE YOU HAVE ZERO VISIBILITY UNTIL YOU BREAK OUT. THE APPROACH IS DIFFERENT THAN THE RUNWAY. I DO NOT UNDERSTAND WHAT THIS QUESTION MEANS.

GD2A
TIME-CRITICAL SITUATION
ACCET ATC CLEARANCE THAT AIRCRAFT COULD NOT COMPLY WITH DUE TO PERFORMANCE STANDARDS
THE QUESTION WHERE YOU ASK HOW OFTEN DO I GET WEATHER FROM TV, RADIO TABLE. IT WAS AMBIGUOUS BECAUSE THERE ARE MULTIPLE ANSWERS TO THESE QUESTIONS.
CONFUSING AND POORLY WORDED
I OBTAIN INFORMATION FROM ALL THREE SOURCES BEFORE I FLY.
NEED CLARIFICATION ON SEVERE TURBULENCE
CONFUSING
QUESTIONS ABOUT DIVERTING TO ANOTHER AIRPORT ARE CONFUSING BECAUSE YOU MAY NOT LAND WHEN YOU DIVERT
QUESTION ABOUT LOSING TRACK OF THE HORIZON SHOULD BE CHANGED TO BE ORIENTED THE ACTUAL HORIZON VERSUS LACKING THE HORIZON DUE TO POOR VISIBILITY CONDITIONS
QUESTIONS APPLY MORE TO COMMERCIAL FLYING RATHER THAN TO GA FLYING.
IF YOU ARE VFR ONLY ALL QUESTIONS ABOUT IFR SHOULD BE ELIMINATED.REGARDING INSTRUMENT FLIGHT OR INSTRUMENT FLIGHT RULES
QUESTION -LACK ACCURATE WEATHER INFO WHEN YOU NEEDED IT WHILE AIRBORNE?
AMBIGUOUS ON WEATHER BRIEFING
WEATHER BRIEFINGS MAY NOT BE RELATED TO THE NUMBER OF TAKEOFFS AND LANDINGS
THE VFR QUESTION
THE TWO QUESTIONS THAT WERE THE SAME, THE TIME BETWEEN WEATHER BRIEFING AND TAKEOFF
THE QUESTION WHETHER I LANDED WHEN THE WEATHER WAS BELOW MINIMUM, IT WASN'T CLEAR THAT IT MEANT MY MINIMUM OR THE FAA MINIMUM.
WEATHER REPORTING IS A BIT AMBIGUOUS.
SOME WEE A LITTLE BIT AMBIGUOUS.
HOW MUCH FLYING TIME WAS CORPORATE FLYING NOT AS AN EMPLOYEE OF A CORPORATE FLIGHT DEPT
QUESTION GC20D SHOULD INCLUDE AT MINIMUM LANDS IN IMC CONDITIONS
PERSONAL MINIMUMS DIDN'T ALLOW FOR THE FACT / PROCISION APPROACH OR NON PROCISION APPROACH
THE ONE ABOUT COMPANY. ARE YOU TALKING ABOUT A TOWER OR WHAT KIND OF COMPANY? THE QUESTION NEEDS TO BE REWORDED OR CLARIFIED.
GC11: CONFUSING IN THAT YOU'RE USUALLY IN IFR CONDITIONS NOT VFR.
INADVERTENT STALL WARNING OR VALID STALL WARNING QUESTION
THIS QUESTION IS AMBIGUOUS(GCP1)
I JUST THOUGHT THAT THIS QUESTION WAS AMBIGUOUS-PASSENGERS TALK ALL OF THE TIME. SOMETIMES IT IS DISTRACTING. I DON'T LIKE THIS QUESTION.
THE DOUBLE NEGATIVE VERBAGE.

GD2A
COMPANY DISPATCHER
HOW MANY TIMES HAVE YOU LOST SIGHT OF AIRPLANE. AND HOW MANY TAKEOFFS DID YOU EXPERIENCE.
WAS THE INTERVIEW ASKING ABOUT ALL THE HOURS I'V FLOWN OR JUST THE HRS IN FAR PART 91?
IMC QUESTIONS IS NOT CLEAR GIVEN ACTUAL FLYING
THEY NEED A PILOT TO WRITE SOME OF THE QUESTIONS.
THIS QUESTION WAS UNCLEAR
PERTAINING TO THE AIRCRAFT AND THE AUTOMATED WEATHER
COUNTING TOUCH AND GOES AS FLIGHTS
QUESTIONS ABOUT USING NON AVIATION WEATHER SOURCES
HOW MANY TIMES DID YOU LEAVE A COMMUNICATION FREQUENCY WITH ATC TO GET A WEATHER BRIEFING.
THOSE APPROACHES WERE VERY SHORT
CAN'T REMEMBER
A LOT OF THE QUESTIONS HAVE FAR PART 135 WHEN I SPECIFIED THAT I FLY FAR PART 91.
THE # OF FLIGHTS VS LANDINGS AND TAKE-OFFS WERE AMBIGUOUS/INSTRUMENT RATING QUESTIONS WERE CLEAR AS TO RATHER I SHOULD ANS 0 OR N/A. WAITING FOR QUESTION ABOUT COMMUNICATION WITH A T C
MINUTES VS HOURS QUESTIONS
GC1A4-IS AWOS COMPUTER GENERATED INFORMATION.
DON'T APPLY TO HIS TYPE OF FLYING
QUESTION GC16 WAS AMBIGUOUS BECAUSE IT DOESN'T DETERMINE. IT DOES NOT REALLY GIVE YOU AN ADDITIONAL CHOICE. WHETHER YOU REALLY FALL UNDER THOSE CATAGORIES. IF YOU ARE A STUDENT YOU MUST FOLLOW MORE CONSERVATIVE RULES BUT IF YOU ARE NOT IT DOES NOT APPLY TO
AIRCRAFT CONFIGURATION,
THE WEATHER QUESTIONS SHOULD BE MADE MORE DETAILED AS TO WHAT IS A COMMERCIAL SOURCE OF WEATHER INFORMATION
CONFUSING
GOING OFF THE EDGE OF THE RUNWAY
CONFUSING
AMBIGUOUS (EQUIPMENT FAILURE QUESTIONS)
IF A QUESTION DOES NOT APPLY, THEN IT SHOULD NOT BE ASKED.
WEATHER BRIEFINGS FROM TV RADIO OR CABLE NOT SPECIFIC TO AVIATION AND THE NEXT QUESTIONS THAT WAS SPECIFIC TO AVIATION. WASN'T SURE ABOUT THIS QUESTION.
CONFUSING
TOUCH AND GOES SHOULD NOT BE INCLUDED IN THE NUMBER OF FLIGHTS/TAKE-OFFS.

GD2A
I FOUND THE 2 QUESTIONS IN REFERENCE TO APPLYING MINIMUS THAT ARE MORE CONSERVATIVE THAN THE FAA REQUIREMENTS TO BE AMBIGUOUS.
QUESTION ABOUT THE UNCOMMANDED MOVEMENTS VERSUS THE EXTEND OR RETRACTING OF THE FLAPS
POORLY WORDED
SOME OF THE QUESTIONS WERE REDUNDANT. IF I SAY I WAS NOT A INSTRUMENT PILOT, THEN THE INSTRUMENT WORDING SHOULD STOP THERE. IF I SAY I'M NOT A COMMERCIAL PILOT THEN YOU DON'T NEED TO CONTINUE ASKING COMMERCIAL QUESTIONS. THIS WOULD SAVE TIME (AT LEAST
ONLY ONE QUESTION WHICH WAS CONCERNING ATC - BEING ABLE TO FOLLOWING ATC ORDERS. MY FLIGHT DID NOT INVOLVE ANY ATC CONTACT. ALSO ABOUT THE NUMBER OF FLIGHTS CATEGORIZING IT AS 4 FLIGHTS BECAUSE OF 4 TAKEOFFS. IT WAS ONLY ONE FLIGHT PART OF WHICH I WAS
AMBIGUOUS,ON FLIGHT VISIBILITY QUESTION
THE QUESTION ABOUT VECTORING IN A NON RADAR ENVIRONMENT, WAS A LITTLE CONFUSING
THE QUESTION STARTS OFF ALITTLE CONFUSING
WE SHOULD SPECIFY HOW MANY APPROACHES THAT YOU HAVE HANDFLOWN. BECAUSE ONE HALF WAS MINE AND ONE HALF WAS THE CAPTAINS IN THE LAST 60 DAYS.
QUESTION ABOUT STALL WARNING WAS POORLY WORDED
THE IFR QUESTION SHOULD BE ASKED IN THE WINTER
THE QUESTIONS CONCERNING THE MINIMUMS. DID NOT KNOW IF THEY REFERRED TO DAY OR NIGHT
WHAT IS THE DEFINITION OF A DECK ? IS IT SOMETHING SOLID? OR DOES IT HAVE A HOLE?
THE QUESTION WAS ABOUT MY PERSONAL WEATHTER MINIMUMS HOW THEY COMPARE TO FAA WEATHER MINIMUMS FOR A IFR FLIGHT. MY ONE EXAMPLE OF AN IFR FLIGHT WAS IN VFR CONDITIONS; THEREFORE, THE QUESTION DOES NOT APPLY.
THE DEFINITION OF TIME CRITICAL IS THE PROBLEM I AM HAVING. IT DEPENDS ON WHAT THEIR DEFINITION OF TIME CRITICAL IS. FINAL APPROACH FIX IMBOUND OR CLEARED TO LAND WHEN YOUR'RE IN THE PATTERN. TWO DIFFERENT KINDS OF OPERATIONS IFR, VFR.
THE QUESTION DEALING WITH WEATHER BRIEFINGS, TOO OPEN ENDED.
THE V.F.R QUESTIONS BECAUSE R NEVER FLEW VFR
THE QUESTION ABOUT LEAVING FREQUENCY TO GET A WEATHER BRIEFING WAS AMBIGUOUS IN RELATION TO THE REASON WHY "ONE" WOULD LEAVE THE FREQUENCY, ONE AREA OF CONCERN IS PRIVATIZING AND THE GOAL OF SAVING MONEY, CONTROL TOWER MANNING NEEDS TO BE EVALUATED IN THE
ATIS IS A GOOD WHEATHER SOURCE LIKE DU-WHATS
GC16A AVAILABLE CHOICES DO NOT ANSWER THE QUESTION. PILOT EXPERIENCE AND COMFORT LEVEL WOULD PLAY INTO IT.
MISSED APPROACH QUESTION DID NOT INCLUDE ENOUGH CHOICES TO ANSWER THE QUESTION
THE QUESTION ABOUT IFR MINIMUMS

GD2A
THE ONE ABOUT WEATHER MINIMUMS
THE QUESTION ABOUT HOW MANY WEATHER BRIEFINGS I REC'D FROM EACH SOURCE - DIDIDN'T KNOW IF I SHOULD COUNT THE # OF WEATHER BRIEFINGS OR THE # OF FLIGHTS BECAUSE I HAD ONE WEATHER BRIEFING FOR 3 TOUCH AND GOES.
MODEL OF FOLLOWING AIRPLANES WERE NOT AVAILABLE AS AN OPTION: [AIRCRAFT X], [AIRCRAFT X], [AIRCRAFT X]; WEATHER BRIEFING PORTION WAS NOT CLEAR AS TO WHETHER YOU WANTED MY INFORMATION/ANSWER BEFORE DURING OR AFTER MY FLIGHT, NOT CLEAR AS TO A TAKE-OFF VE
SOME OF THE SENTENCES WERE NOT CLEARLY UNDERSTOOD. A LITTLE CONFUSION ABOUT CONTENT OF WHAT QUESTION WAS ASKING.
DIFFERENT FOR TAKE OFFS AND LANDING
CHOICES OF WHAT STATES FLOWN ARE NOT BROAD ENOUGH; GROUPING EXAMPLE IS NOT QUITE TRUE TO FORM IN WHAT TYPE OF FLYING IS DONE AS FAR AS PART 91, PART 135 AND PART 121.
VFR
ALL OF MY INSTRUMENT TIME WAS UNDER THE HOOD IN THE LAST 60 DAYS
OF FLIGHTS RELITIVE TO TAKE OFFS. TAKEOFFS TURNED INTO FLIGHTS AUTOMATICALLY. I DID ANSWER ACCURATELY.
ABOUT COUNTING CONFUSING TAKEOFF AND LANDING
ITS DIFFERENT DEPENDING ON THE FLIGHT
THE ANSWER TO THE QUESTION ABOUT THE TYPE OF AIRPLANE FLOWN IS: [AIRCRAFT X].
THERE WAS A QUESTION REGARDING SPATIAL DISORIENTATION THAT I FELT REQUIRED FURTHER PROBING OF WHETHER THIS OCCURRED DURING THE DAY OR AT NIGHT.
AMBIGUOUS FOR A [AIRCRAFT X] PILOT
NOT SURE HOW TO ANSWER SOME QUESTIONS DUE TO FATIGUE.
GC1 FLIGHTS VS TAKEOFFS. I INTERPRET FLIGHT FROM START PLANE TO SHUTTING IT OFF. I CAN DO 3 OR 4 TAKEOFFS WITHIN THAT TIME PERIOD.
NOT ENOUGH DETAIL TO BE ACCURATE IN ANSWERING THE QUESTIONS...I.E. QUESTION ABOUT THE CONSERVATIVE WEATHER MINIMUMS THAN THE FAA
HOW MANY RUNWAYS DID YOU GO OFF OF? HE SAYS HE FLEW OVER ALL OF THEM ON TAKE-OFF
THE QUESTION ABOUT SEVERE TURBULENCE - I SUPPOSE WHAT WE CLASSIFY AS SEVERE MAY NOT BE THE SAME AS WHAT SOMEONE ELSE WOULD CLASSIFY AS SEVERE.
UNCOMMANDED QUESTIONS SHOULD BE MORE SPECIFIC SO AS TO DETERMINE MANUAL OR ELECTRICAL CONTROLS,
JUST A LITTLE BIT. HOW YOU GET WEATHER BRIEFINGS WERE AN ISSUE THAT DID NOT GET COVERED COMPLETELY. THE PILOT IN COMMAND RULES UNDER FAR 91 MAKE IT AMBIGUOUS AS TO WHO IS PILOT IN COMMAND MUCH OF THE TIME- IT IS A GRAY AREA.
GAD2 LEGALLY ABLE TO DESCEND BELOW THE MSA IN ORDER TO FACILITATE LANDING WHEN OPPROPRIATE RUNWAY LIGHTING/MARKINGS ARE CLEARLY VISABLE AND THE AIRCRAFT IS IN A POSITION TO SAFELY DESCEND TO A LANDING.

GD2A
IN QUESTION GAD2 RESPONDENT WAS NOT SURE WHAT MINIMUM SAFETY ALTITUDE REFERRED TO?
THE QUESTIONS WERE IRRELEVANT TO MY KIND OF FLYING. (THE RESPONDENT FLEW [deleted time specified] IN THE LAST 60 DAYS.)
AMBIGUOUS WHEN COMPUTER TURNS TAKE OFFS INTO FLIGHTS. THIS IS NOT HOW PILOTS LOG TIME.
THE WEATHER MINIMUM ATMORE CONSERVATIVE THAN THE FAA - THE QUESTIONED REFFERED TO IN CEILING IN FEET WHETHER IT AGL OR FLIGHT LEVEL.
INSTRUCTIONS CONFUSING AT FIRST ON WHEN TO SAY ZERO AND WHEN TO SAY NOT APPLICABLE.
VFR OR IFR CLARIFICATIONS MAKES A BIG DIFFERENCE IN HOW I WOULD ANSWER THE QUESTIONS.
A LITTLE CONFUSED ABOUT GETTING THE WEATHER SPECIFIC TO AVIATION OR NOT SPECIFIC TO AVIATION.
WEATHER RELATED QUESTION WAS CONFUSING I.E. SOURCES OF WEATHER SOURCES.
DOESN'T CONSIDER IFR PRACTICE IN VFR WEATHER WITH A SAFETY PILOT
DIFEERENT FLIGHTS REQUIRE DIFFERENT NUMBERS
SOME OF THE QUESTIONS ARE BEING REPEATED
THE QUESTION ABOUT HEARING A STALL WARNING - THE CONFUSING THING IS THAT YOU HEAR ONE WHENEVER YOU SLOW DOWN ENOUGH TO TOUCH DOWN AND LAND.
QUESTION ABOUT THE WINDSHEAR, GAH 10, WIND SHEAR COULD HAVE APPLIED WITH CLEAR TUBERLANCE, AND STALL WARNING QUESTION. WITH A [AIRCRAFT X] YOU WANT TO HEAR THE WARNING EVERYTIME YOU LAND B/C THAT MEANS YOU ARE LEVEL, SO YOU CAN LAND ON THE REAR MAIN WH
SOME OF THEM WERE CONFUSING
DISTRACTION (WHAT QUALIFIES AS A DISTRACTION).
THE PROBLEMS WITH CONSERVATIVE MINIMUMS DEPENDS ON WEATHER CONDITIONS,AND TWO PARTS TO IT VISIBILITY AND CEILING. WHEN I HAVE LOW VISIBILITY I WANT TO RAISE MY CEILING.AND VICE VERSA.
VISIBLE SEPARATION- MAINTAINING IT IS NOT AS HARD AS ACQUIRING IT. QUESTION SHOULD START WITH HOW MANY TIMES DID YOU FAIL TO ACQUIRE OR LOOSE VISUAL SEPARATION.
V.F.R. AND I.F.R ?
VISIBILITY RELATED QUESTIONS. THE WAY THINGS WERE WORDED
THE ONE DESCRIBING TRANSCRIBED WEATHER- DID IT INCLUDE ATIS. CHOICES SHOULD INCLUDE OR SPECIFICALLY ELIMINATE ATIS OR AWOS.
MOST OF THEM WILL NOT APPLY AIRCRAFT TYPE X
THE PIC QUESTION, CONFUSING DUE TO NON SPECIFICATION OF SOLE MANIPULATOR OR AIRCRAFT COMMANDER.
FUEL QUESTION ABOUT THE FAR WAS A LITTLE ODD WHEN MOST PILOTS DON'T LET FUEL LEVELS DROP TO LOW
SEEMED REPETITIVE.
DIFFICULT WRDS
DISTINCTION BETWEEN GLIDER AND AIRPLANES

GD2A
QUESTIONED A FEW BECAUSE OF THE LIMITED TYPE FLYING HE DOES (SPORT AVIATION) PRIVATE SPORT AVIATION
QUESTION ON DEVIATIONS ON ATC RADAR VECTORS WAS NOT A VERY CLEAR OR GOOD QUESTION
REFERENCE TRIM AND THE FLAPS IT NEEDS TO BE REREFERENCED MANAUL OR ELECTRICAL, WAS CONFUSING TO ME, DISTRACTIONS NEED TO BE A LITTLE CLEARER - CONVERSATION OR WHAT?
QUESTION ABOUT NOTAMS.....WORDING SOMEWHAT AMBIGUOUS. UNSURE OF FREQUENCY OF RECEIPT OF THOSE, IF ANY. I DON'T SEE THEM VERY MUCH.
THE ONES THAT TALK ABOUT DEVIATION TO AN ALTERNATE AIRPORT IS NOT DEFINED.
WEATHER MINIMUM QUESTIONS
ITS DIFFERENT FOR EACH FLIGHT AND THE TYPE OF FLIGHT ALSO WHO THE CO-PILOT IS
SOME OF THE QUESTIONS WERE NOT WORDED CLEAR ENOUGH TO UNDERSTAND EXACTLY WHAT ANSWERS YOUR WERE LOOKING FOR
ABOUT THE WEATHER REPOTING, WHETHER OR NOT ATIS WAS INCLUDING IN THE DUATS
THE QUESTION ABOUT MORE CONSERVATIVE MINIMUMS ABOUT THE CEILING IN FEET. MY PERSONAL CEILING IN FEET IS TWO HUNDRED FEET ABOVE PUBLISHED MINIMUMS. THE PUBLISHED MINIMUMS VARY FROM TWO HUNDRED TO SIX HUNDRED FEET.
TWO PILOTS COULD HAVE ENCOUNTERED SAME SITUATION AND WOULD HAVE GIVEN DIFFERENT ANSWERS TO QUESTION. SOME QUESTIONS NEEDED FURTHER DIFFINATION. WOULD LIKE QUESTIONS TO BE MORE SPECIFIC.
DEVIATE BY MORE THAN 1 MINUTE FROM AN ALLTITUDE
I.F.R. WEATHER MINIMUMS BECAUSE IT JUST DEPENDS ON THE FLIGHT.
SOME OF THE DESCRIPTIONS IN THE WEATHER SECTION, SOME OF THE CATEGORIES SHOULD HAVE BEEN MORE SPECIFIC AS TO WHAT EACH TYPE OF WHETHER THAT COULD HAVE BEEN OBTAINED INCLUDED
QUESTION ABOUT MINIMUM ALTITUDE IFR FLIGHTS BECAUSE IT DEPEND ON AVAILABLE OF APPROACHES
POORLY WORDED QUESTIONS ABOUT WHERE YOU OBTAIN YOUR WEATHER BRIEFINGS
HARD TO SEGREGATE TAKE-OFFS FROM LANDINGS. CALLING IT DIFFERENT FLIGHTS IS DISCIEVING.
THE ONE ON INSTRUMENT APPROACHES. NEEDS TO ACCOUNT FOR THE FACT THAT INSTRUMENT FLIGHTS MAY INCLUDE MORE THAN ONE APPROACH. SUGGESTION: ASK QUESTIONS ABOUT HOW MANY INSTRUMENT FLIGHTS, BUT ADD NEW QUESTION, WITHIN THOSE FLIGHTS HOW MANY APPROACHES WERE C
A LOT OF THE QUESTIONS DID NOT PERTAIN TO ME BECAUSE I DID NOT FLY INSTRUMENT FLIGHTS
THE QUESTION ABOUT TAKING OFF WITH AN OUT-OF-LIMIT CENTER OF GRAVITY
MOST OF THEM WEREW NOT NECESSARYLY RELLEVANT
GOING OFF THE END OF THE RUNWAY, QUESTION ABOUT COLLISION WITH ANOTHER AIRCRAFT ON THE GROUND WAS NOT ASKED. DON'T REMEMBER EXACTLY BUT SOME OF THE QUESTIONS DID NOT REALLY GET THE RIGHT ANSWER BECAUSE THERE ARE SEVERAL DIFFERENT ANSWERS FOR SOME OF THE QUESTIONS

GD2A
THE STALL WARNING IN SOME CASES IS A NORMAL FUNCTION IN LANDING SINGLE ENGINE SMALL AIRCRAFT.
ONE ABOUT COMING CLOSE TO ANOTHER AIRPLANE WHILE IN FLIGHT;
THE QUESTION ABOUT TV, RADIO, OR CABLE FOR GETTING PRE FLIGHT WEATHER INFORMATION. CABLE WAS CONFUSING TO ME.
VFR FLIGHT RULES UNDER IFR FLIGHT PLANS
THE ACTUAL PLANE FLOWN WAS A [AIRCRAFT X].
R DOES NOT KNOW THE NUMERICAL DESIGNATIONS OF THE FAR'S SEEMS CONFUSING. R KNOWS THE RULES, JUST NOT THE NUMERICAL DESIGNATION.
THE ONES ABOUT THE PE-FLIGHT WEATHER BRIEFINGS. (THE FOURTH PLANE FLOWN WAS A [AIRCRAFT X].)
MORE CONSERVATIVE MINIMUMS ARE USED BY OUR COMPANY , BUT THE MINIMUMS ARE DIFFERENT FOR DIFFERENT AIRPORTS.
INSTEAD OF YES OR NO RESPONSE, SOME NEED MORE CLARIFICATION.
THE SURVEY WAS WRITTEN POORLY..I.E. THE TIME SPAN FOR THE QUESTIONS OF 60 DAYS..NOT LONG ENOUGH. FLY [AIRCRAFT X].
NOTHING INCLUDED IN THE SURVEY ON [AIRCRAFT X].
QUESTION ABOUT LEAVING ATC TO GET WEATHER BREIFING
HAD YES OR NO ANSWER, BUT HAD SEVERAL ANSWERS, IFR MINIMUMS
WEATHER INFORMATION FROM DISPATCHER
YES. QUESTIONS ABOUT LACK OF COMMUNICATION WITH A.T.C.
SOME DOESN'T PERTAIN TO THE TYPE OF FLYING THAT I DO. I'M A PRIVATE PILOT, SINGLE ENGINE, LAND.
WHAT THE TYPES OF APPROACHES WERE MADE. THE CONSTANT REPEATING OF STATEMENTS NOT APPLICABLE TO THE TYPE OF FLYING THE PILOT HAS FLOWN
QUESTION ABOUT NOTAMS, ASKED IF I KNOW ABOUT SOMETHING (AWARE) I DID NOT RECEIVE. I FIND THIS HUMOROUS. CONFUSING AND SHOULD BE REWORDED.
THE TWO QUESTIONS ABOUT 500 FEET OF SEPARATION FROM ANOTHER AIRCRAFT AND ABOUT PERFORMING AN EVASIVE ACTION.
LANDING AT MINIMUM ALTITUDE QUESTION WORDED UNCLEAR
THE QUESTION ABOUT VFR IT IS NOT APPLICABLE FOR IFR FLIGHT PLANS WHEN ONLY IFR IS APPLIED.
LANDING MIMINIUMS FOR FAR 91 QUESTION.
INFORMATION ON THE IFR ON SITE INDIVIDUAL IE CONTROLLER VERSUS AUTOMATION, AUTOMATION WAS NOT AS CORRECT AS THE CONTROLLER.
WEATHER FROM DISPATCHER AND OTHER WAYS OF OBTAINING WEATHER WAS A LITTLE BIT NOT IN A RIGHT ORDER
QUESTION ABOUT PASSENGER, DOES STUDENT COUNT AS PAYING PASSENGER.
THE ONE ABOUT BRIEFER ABOUT WEATHER, PRE FLIGHT CONDITION, I UNDERSTOOD IT TO BE HOW MANY TIMES DID YOU GET INFORMATION FROM A BRIEFER IN PRE FLIGHT, BUT THAT WAS NOT THE QUESTION.

GD2A
FRACTIONAL FLYING IS NOT ADDRESSED IN THE SURVEY. FACTIONAL-91K, DID NOT INCLUDE THE TYPE OF AIRCRAFT THAT HE FLY. QUESTIONS ON COMPANY MINIMUMS ON PRE FLIGHT AND NOT ON ROUTE AND ARRIVAL.
THOSE 2 QUESTIONS ARE CONFUSING AND FOR MINIMUMS I WOULD DOUBLE THE PUBLISHED (FAA) MINIMUMS. I WANT THE WEATHER TWICE AS GOOD BEFORE I WOULD GO THERE.
SOME WERE AMBIGUOUS. DO I LEAVE THE FREQUENCY WITH ATC TO CHECK WEATHER.? YES I DO WITH PERMISSION OF ATC.
VALID STALL WARNINGS (NOT SURE WHAT THE QUESTION PERTAINS TO). QUESTIONS WERE NOT INCLUDED ON THE WEATHER BRIEFS. LOSING SITE OF ANOTHER AIRCRAFT (CONTROLLED FIELDS AND NON CONTROLLED FIELDS).
THE QUESTION REGARDING UNINTENTIONSL STALLS OR VALID STALL WARNINGS IS AMBIGUOUIS. SURVEY DOES NOT ALLOW FOR THE POSSIBLITY THAT INSTRUCTORS MAY FLY MANY TYPES OF OR AIRCRAFT.
MANY QUESTIONS WERE REPETITIVE.
CIELING IN VFR CONDITIONS, IN VFR CONDITIONS YOU DON'T WORRY ABOUT CIELING MINIMUMS BECAUSE THAT IN CLEAR OF CLOUDS.
WHAT WAS THE LATEST METHOD YOU USED FOR WEATHER PLANNING? ATIS IS THE MOST RECENTLY USED, BUT CERTAINLY NOT THE BEST OF WEATHER PLANNING SERVICES. DUATS IS PREFERRED, BUT MUST BE USED EARLIER THAN ATIS.
QUESTIONS NEED TO BE SPECIFIC AS TO TAKE OFF, AS TO VISABILITY FOR TAKE OFF AND OR VISABILTIY FOR LANDING. NEED TO SAY THAT . RESTRICTIONS COME DOWN TO LANDING MINIMUMS OR TAKE OFF MINIMUMS.
THE ONE ABOUT THE DISTRACTIONS IN THE COCKPIT - DISTRACTIONS THAT COMPROMISE SAFETY OR DISTRACTIONS BACAUSE OTHERS IN AIRPLANE - I PICKED DISTRACTIONS THAT COMPROMISED SAFETY.
SOME ARE REDUNDANT. IF I'M NOT AN INSTRUMENT PILOT, NO SENSE IN ASKING ME INSTURMENT QUESTIONS.
WEATHER INFORMATION SHOULD BE AN ALTERNATIVE, FLIGHT FROM FULLSTOP AND NOT IN TOUCH AND GOES.
JUST TERMINOLOGY ON SOME, SOUNDED LIKE PREVIOUS QUESTION.
SOURCES OF WEATHER INFORMATION
LARGE ABRUPT CHANGES OF ALTITUDE, ATTITUDE SEVERE TARBULANCE
ONE FLIGHT I HAD I LOST SIGHT OF THE ARTIFICIAL HORIZON AS PART OF THE INSTRUCTION A INSTRUCTOR HAD PULLED THE ARTIFICUAL HORIZON
LOST SPACIAL ORIENTATION DUE TO HAZE DUE TO SUN, YET QUESTION DID NOT ASK ABOUT HAZE DUE TO THE SUN.
VFR MILES OF VISIBILITY
THE ONE ABOUT WEATHER MINIMUMS. NOT TOTAL CEILING, IN RELATION TO GROUND. CEILING HEL, NOT MSL.
SOME QUESTIONS WERE AMBIGUOUS (NOT RECOGNIZING [AIRCRAFT X] CATEGORY AIRCRAFT)
LOCALIZER SHOULD BE LISTED SEPARATELY, NOT AS ILS
LOSE SIGHT OF HORIZON WHERE R FLIES IT ALWAYS HAZY
THE WEATHER, DEFINING HOW I GOT IT WITH OTHER SOURCES, WEATHER BRIEFING - WHAT CONSTITUTES - KIND OF AMBIGUOUS.
GWE1 - INFLIGHT WEATHER- EVER IN PLANE WITHOUT WEATHER

GD2A
THE ONE ABOUT THE ATIS
THE ONE ABOUT SPEEDBREAKS, I MISSINTERPRETED AS FLAPS, BUT LATER REALIZED WHEN QUESTION WAS ASKED ABOUT FLAPS. ASK QUESTION ABOUT FLAPS FIRST WOULD HELP.
THE QUESTION PROBLEM WAS ABOUT THE ACCURACY OF WEATHER INFORMATION GIVEN BY THEFAA SPECIALISTS. THE QUESTION ITSELF WAS ITSELF ERRONEOUS BECAUSE THE ACTUAL WEATHER IS GIVEN WITH EXTREME CONSERVATIVE MINIMUMS SO THAT THE WEATHER ACTUALLY ENCOUNTERED WAS
MINIMUM NUMBER OF MILES IN VISIBILITY AND MINIMUM NUMBER OF FEET FOR CEILING, MINIMUM REQUIREMENTS DEPEND UPON THE SITUATIONS.
GCPI PASSENGER DISTRACTIONS IT IS NOT CLEAR, TO WHAT DEGREE WAS I DISTRACTED? ALSO THE QUESTION ABOUT THE MISSED TRANSMISSIONS FROM ATC. IT IS HARD TO KEEP TRACK OF ALL THE TRANSMISSIONS DURING ONE FLIGHT. IT MIGHT MAKE SENSE IF THEY ASKED "HOW MANY TRANS
QUESTION ABOUT VISABILITY RANGE FOR RVR, WAS THE QUESTION ASKING VISABILITY IN IMC OR UPON BREAKOUT (OF CLOUDS).
THE ONE ABOUT THE CORPORATE FLIGHT, BUT NEXT QUESTION CLEARED IT UP. A LONG SURVEY.
ATIS AND THE PRERECORDED, NEED TWO SEPARATE QUESTIONS.
QUESTIONS I ANSWERED ZERO TO THAT DID NOT APPLY, MOSTLY ABOUT COMMUNICATION WITH ATC. IN GENERAL MY 1 HOUR WAS TOUCH AND GO AT UNCONTROLLED AIRPORT AND I STAYED IN THE PATTERN UNDER CAVU CONDITIONS.
CAN'T RECALL, BUT THEY WERE THE QUESTIONS I HAD YOU READ TWICE
THE GENERAL AVIATION QUESTION ABOUT GOVERNMENT
TAKE OFF AND LANDINGS DO NOT EQUATE TO NUMBER OF FLIGHTS.....EXAMPLE 1 FLIGHT INCLUDED 9 TAKE OFFS AND LANDINGS FOR ONE PRACTICE..
WEATHER QUESTION HOW TO ACCESS PRE FLIGHT WEATHER
SOME ARE HARD TO ANSWER. EXPECT YES OR NO ANSWER, YET ALL QUESTIONS CAN NOT HAVE A YES OR NO.
INCIDENT THAT WAS A MISCOMMUNICATION - ATC GIVING HIM ACCURATE INSTRUCTIONS BUT CALLING THE RUNWAY THE WRONG NAME, NOTHING FURTHER
SOME WERE A LITTLE AMBIGUOUS.
FAA HOURS AND MILITARY TRAINING SESSONS ARE LOGGED SEPARATELY, DO YOU NEED THE THE INSTRUMENT TRAINING HOURS FOR JUST FAA OR FOR BOTH FAA AND MILITARY
IFR MINIMUMS - I DO USE MORE CONSERVATIVE, 200 FT MORE THAN LEGAL BUT NOT AN OPTION FOR THIS QUESTION.
CONSERVATIVE MINIMUMS VFR WHETHER OR NOT THE PILOT HIMSELF HAD DIFFERENT MINIMUMS OR FLYING WITH STUDENTS.
I THINK TIME FRAME WITHIN 60 DAYS SHOULD NOT BE APPLIED, SHOULD BE 6 MONTHS. TIME FRAME TOO NARROW.
SOME OF THE QUESTIONS RE: INSTRUMENT FLYING SEEMED IRRELEVANT BECAUSE I DO ONLY RECREATIONAL FLYING.

GD2A
NO WEATHER REPORTS POSSIBLE IN THE [LOCATION X] AREA IN MOUNTAINOUS PORTIONS AT LOW ELEVATION. QUESTIONS ASK ABOUT WEATHER REPORTS DON'T APPLY WHEN NO REPORTS ARE AVAILABLE.
THE QUESTIONS ABOUT VISIBILITY HAD POOR ANSWER SELECTION. IN THE BEGINNING IF DO ALL IFR , THE COMPUTER SHOULD AUTOMATICALLY OMIT ALL VFR QUESTIONS.
SEVERAL TIME THE TERMINOLOY WAS NOT QUITE CLEAR AND SOME OF THE QUESTIONS WERE NOT CLEAR
TREATING EACH TAKEOFF & LANDING AS ONE FLIGHT
PILOT ONLY SAID THE QUESTIONS RELATING TO WEATHER, AND THAT HE HAD TO WRAP THIS UP NOW.
TURBULENCE QUESTION---I KNEW WEATHER CONDITIONS WERE BAD WHERE I WAS GOING BUT WENT INTENTIONALLY
FLIGHTS CONDUCTED UNDER VFR, AMBIGUOUS
SEVERAL BUT ESP THE LAST ONE
MORE CONSERVATIVE PRE FLIGHT WEATHER MINIMUMS
FOR A PILOT WHO ONLY FLEW 3 OR 5 HRS., THERE COULD HAVE BEEN QUESTIONS UP FRONT TO ASK IF THERE WERE ANY PROBLEMS WITHOUT GOING THROUGH THE ENTIRE INTERVIEW, WHICH MADE IT NOT VERY EFFECTIVE.
WEATHER BRIEFINGS POORLY WORDED
RESPONDENT FELT THE QUESTIONS ABOUT ALL OF THE DIFFERENT WEATHER BRIEFINGS WERE CONFUSSING
POORLY WORDED
RESPONDENT FEFT THE QUESTIONS ABOUT WEATHERARE AMBIGIOUS BECAUSE USES ALL WEATHER COMMUICATION.
I DON'T FLY AS COPILOT. THE QUESTIONS ARE GENERALIZED BUT I FLY SPECIFIC AS A VFR ONLY PILOT IN COMMAND OF MY OWN AIRPLANE. MOST OF MY FLYING [OCCUPATION DELETED] DEMANDS SMOOTH, CLEAR AIR. I RARELY FILE A FLIGHT PLAN.
NO
WEATHER INFORMATION SOURCE QUESTION DOES NOT STATE WHETHER IT IS ASKING FOR AN EXCLUSIVE SOURCE.
FLIGHT DEFINITION HARD TO APPLY TO PILOT IN TRAINING
ONES PERTAINING TO DO THEY HAVE NECESSARY WEATHER INFORMATION NEEDED FOR THE FLIGHT. WAS IT BECAUSE OF ON-FLIGHT EQUIPMENT OR PTR-FLIGHT BRIEFING. IT WASN'T CLEAR IN THE QUESTION.
2 Q'S RE WEATHER MINIMUMS-SHOULD HAVE SLIDING SCALE AS I USE.
QUQUESTIONS RE PILOT IN COMMAND WAS NOT CLEAR ENOUGH. SUCH AS ACTING PIC OR LOGGING PIC.
THE ONE ABOUT WHEATHER SOURCES
INFLIGHT WEATHER BRIEFING-THE ANSWER FORMAT WAS TOO RESTRICTED.
CONFUSING, HARD TO UNDERSTAND ON THIS TELEPHONE
SOURCES OF WEATHER INFORMATION
THE WEATHER MINIMUMS
THE ONE ABOUT DO WE GET WEATHER BRIEFING FROM SOURCES THAT ARE AND /OR ARE NOT RELEVANT TO AVIATION . ITS THE WORDING THE WORD BRIEFING IS MISLEADING WE SHOULD SAY INFORMATION VERSUS BRIEFING.

GD2A
MALFUNCTIONS , DID I EXPERIENCE MALFUNCTIONS, R SAID NO SO THE QUESTIONS ABOUT MALFUNCTIONS SHOULD THEN HAVE BEEN ELIMINATED.
WERE NOTAMS GOOD OR UNDERSTANDABLE.....AIR TRAFFIC CONTRL QUESTIONS DID NOT APPLY, DID NOT ASK IF YOU HAD ANY CONTACT WITH ATC IN THE PAST 60 DAYS...
THEY WERE TOO WORDY
APPROACH VISIBILITY IN MILES/RVR
WHETHER YOU CONSIDER A FLIGHT INSTRUCTOR THE SAME AS A PASSENGER. THE QUESTION THAT ASKED IF PASSENGER DISTRACTED HIM. THIS WAS A CHECKOUT FLIGHT AND THERE WERE SOME DISTRACTIONS.
WHEN I FLEW IN IFR FLIGHT PLAN ASKING FOR HELP FROM ATC AND NOT DECLARING EMERGENCY AND ASKING FOR AN IFR FLIGHT PLAN ARE THE SAME THING.
ADVERTLY FLY IN IM CONDITIONS
FLYING UNDER FAR 91 IN LANDING UNDER THE MINIMUMS REQUIRED BY THE FAA THERE WERE A COUPLE OTHER ONES THAT I WASN'T CERTAIN WHAT THEY WERE ASKING BUT I DON'T REMEMBER WHAT THE QUESTIONS WERE
THE INTERVIEWER TOLD ME THAT EACH LANDING WAS COUNTED AS A FLIGHT. I TOLD HIM EACH FLIGHT WAS 10 TOUCH AND GOES. FOR EXAMPLE, AND THE INTERVIEWER TOLD ME EACH TOUCH AND GO WAS CONSIDERED A FLIGHT. THEREBY CONFUSING THE SURVEY AS TO INQUIRING ABOUT THE WEA
QUESTIONS ARE TOO SPECIFIC, THEY LEAVE OUT A LOT OF PARAMETERS THAT ARE NOT ADDRESSED BY THE QUESTION
ONE QUESTION WAS NOT SPECIFIC ENOUGH, NOT SURE OF QUESTION #.
QUESTION ABOUT LOST POSITION AS WEATHER CONDITIONS WORSEN
QUESTION TO VFR AND IFR AS FAR THE MINIMUM OF MILES IN VISIBILITY TO CEILING IN FEET
WHEN DISCUSSING THE PROXIMITY OF AIRPLANES FLYING FORMATION WAS NOT CONSIDERED.
LEAVING ATC FOR WEATHER BRIEFING QUESTION IS A LITTLE CONFUSING.
THAT ONE ABOUT CABLE TV AND FLIGHT SERVICE. I THOUGHT YOU WERE SUBSTITUTING FOR FLIGHT SERVICE. QUESTION WAS A LITTLE UNCLEAR.
TOTAL ENGINE FAILURE AND ENGINE MALFUNCTION THE IT WAS NOT A MALFUNCTION BUT IT NEEDED TO BE REPLACED
SOME OF THE QUESTIONS COULD HAVE BEEN WORDED MORE CLEARER AND SPECIFIC.....
DONT REMEMBER.
DO REMEMBER WHICH QUESTIONS WERE AMBIGUOS
THE QUESTION ABOUT WEATHER RADAR DID NOT HEAR ANYTHING THAT WOULD INCLUDE A STORM SCOPE. THESE ARE EXCELLENT FOR THUNDERSTORM ACTIVITY.
UNNECESSARY QUESTION
VFR AND IFR QUESTIONS, WHEN ONLY FLYING IFR WHY DO THE QUESTION COME UP ON MINIMUMS COMPARED TO FAA.....
OPERATING MINIMUMS FOR COMPANIES - BASED ON AIRCRAFT PERFORMANCE IFR

GD2A
THEY DO NOT COUNT TO MY EXPERIENCE, STUDENT PILOTS MY EXPERIENCE THINGS WHICH ARE NOT COMMON ONLY BECAUSE THEY ARE STILL STUDENTS FOR EXAMPLE GO AROUND AND I THINK THIS MIGHT CONFUSE THE SURVEY
NOT KNOWING IF THE QUESTION APPLIED TO ME AS A PILOT OR TO MY COMPANY
A COUPLE OF QUESTIONS WERE REDUNDANT, ACTUALLY A NUMBER OF THE QUESTIONS WERE REDUNDANT GIVEN THE INFORMATION AT HAND. THE INITIAL RESPONSE TO THE FIRST QUESTION IN A SERIES SHOULD DIRECT THE INTERVIEWER TO CONTINUE THAT SERIES OF QUESTIONS OR GIVE AN ALTU
QUESTION ON VFR MINIMUMS IS AMBIGUOUS. IT IS DIFFICULT TO ESTIMATE 3 MILE LIMIT WHILE IN THE AIR, HARD TO ESTIMATE ACCURATELY.
SOME OF THE QUESTIONS WERE CONFUSING LIKE THE ENGINE NOISE
QUESTION ABOUT THE VISIBILITY
GC1A1 QUESTION AND GC10 QUESTION. SOME OF THE QUESTIONS WERE REPEATED. THE TIME FRAME OF 60 DAYS IS JUST NOT LONG ENOUGH TO GET A TRUE ACCURATE INSIGHT ON SAFETY SITUATIONS.
THE QUESTION ABOUT VISUAL SEPARATION, WHICH PILOT IS THE QUESTION REFERRING TO? WOULD THAT BE THE RESPONDENT OR THE OTHER PILOT.
PART 91 IS USUALLY UNDER GENERAL AVIATION WITH SMALLER PLANES WHILE PART 135 MAY ALSO BE LARGER PLANES, USED AS COMMERCIAL FLIGHTS, BUT FLOWN UNDER PART 91. THE CATEGORY WAS DIFFICULT TO ANSWER AT THE BEGINNING (WITHIN THE THREE MAJOR QUESTIONS).
MORE DETAIL
I THINK SOME QUESTIONS GO INTO COMMERCIAL PILOT REALM AND HAVE NOTHING TO DO WITH THE PRIVATE PILOT, SEEMED TO BE WORDED THAT WAY.
WEATHER MINIMUMS ARE THEY CONCERNED WITH LANDINGS OR IN ROUTE PHASE?
PROBLEM WITH THE QUESTIONS ON TV, RADIO, CABLE BROADCASTS, SPECIFIC TO AVIATION OR NOT SPECIFIC TO AVIATION. THERE ARE NO BROADCASTS NECESSARILY SPECIFIC TO AVIATION.
I WOULD NOT KNOW ABOUT NOTAMS THAT WERE NOT DELIVERED THAT SHOULD HAVE BEEN.
BECAUSE MOST OF MY FLIGHTS WERE NOT IN US
AMBIGUOUS. SOME OF THEM WERE, WHY DO THEY REFER TO ONLY THE LAST 60 DAYS WHEN THE PERSON HAS BEEN FLYING FOR THE LAST [XX] YEARS? THERE SHOULD BE A 12 MONTH SPREAD OVER A CALENDAR YEAR FOR THE SURVEY
A NUMBER OF AMBIGUOUS QUESTIONS, EXACT NATURE I'M NOT SURE. HAD THIS QUESTION BEEN ASKED PRIOR I WOULD HAVE KEPT TRACK OF IT. A WARNING, PLEASE KEEP TRACK OF QUESTIONS YOU FEEL ARE AMBIGUOUS WOULD HAVE BEEN HELPFUL. I FEEL THAT ASKING A PERSON TO GUESS NUM
ALL THE WEATHER RELATED QUESTIONS WERE AMBIGUOUS, NOT SPECIFIC ENOUGH, MAY IMPLICIT WRONG ANSWERS.
DIDN'T TAKE NOTES ON SPECIFIC QUESTIONS.
FORGOT THE MEANING OF CONFIGURATION
THE QUESTION ABOUT MORE CONSERVATIVE WEATHER MINIMUMS. SEEMED MISLEADING AND A LITTLE UNCLEAR.

GD2A
FLY ON TO OF THE CLOUD OR CLOUD DECK
DON'T REMEMBER, THINK RELATED TO LAST 60 DAYS.
DEVIATION OF AIRPLANE FLIGHT PLANS.
IFR MINIMUMS
SOME WERE A LITTLE OVER SIMPLISTIC.
R DOESN'T REMEMBER SPECIFIC PROBLEMS, BUT REMEMBERS SOME OF THEM WERE A "LITTLE GREY"
WEATHER RELATED QUESTIONS RE VFR FLIGHT FOR CLOUD MINIMUMS NEED TO BE MORE SPECIFIC.
IN AN IFR APPROACH WHAT WAS THE MILES OF VISIBILITY IN MILES OR RVR.
STATES PRIMARY FLY IN LAST 60 DAYS OR WHEN EVER IN GENERAL?
THE LAST ONE I DID NOT UNDERSTAND.
SOME OF THE RESTRICTIONS COULD HAVE BEEN A LITTLE BROADER.
POORLY WORDED AND AMBIGUOUS QUESTION ABOUT LACKING ACCURATE WEATHER INFORMATION. "ACCURATE"" THE WEATHER INFORMATION I HAD WAS NOT SO MUCH LACKING IN ACCURACY BUT IN ADEQUACY.
500 FEET OR MORE IN SEPERATION TO AVOID INFLIGHT
THE VFR QUESTION WAS A LITTLE BIT CONFUSING ASKING ABOUT IF MY FLIHT WERE CONDUCTED UNDER VFR FLIGHT RULES
TRIM TABS EVEN AFTER I SPELT IT TO HIM HE SAID HE DOES NOT UNDERSTAND IT
SO THE IFR QUESTIONS SHOULD HAVE BEEN ELIMINATED FOR THIS PILOT BECAUSE HIS PLANE OR HE ARE EQUIPPED FOR SUCH INSTANCES.
ONE QUESTION IN PARTICULAR REGARDING SPATIAL DISORIENTATION AND I.M.C, AND THE ACCURACY OF THE WEATHER FORECAST QUESTIONS
QUESTION ABOUT WHETHER THE PILOT FLEW COMMERCIAL SHOULD BE ELABORATED ON
THE QUESTION ABOUT LOSING THE HORIZON UNDER VFR BECAUSE YOU CAN NOT SEE THE HORIZON AT NIGHT
ICING-WAS IT FOR KNOWN ICE OR FOR ICING EQUIPMENT, THERE WERE A FEW OTHERWW BUT CAN'T REMEMBER WHAT THEY WERE
HOW MANY INCIDENTS DID SOMETHING OCCUR VS HOW MANY FLIGHTS, ENTIRE FLIGHT VS # OF OCCURANCES WITHIN A FLIGHT.
HOW MANY TIMES YOU GOT PRE FLIGHT INFO, TREATING 5 TAKEOFFS AND LANDINGS AS FIVE FLIGHTS. GOT WEATHER 1 TIME FOR ALL FIVE FLIGHTS. 2 FLIGHTS WITH 5 TAKEOFFS.
THE QUESTION DEALING WITH FLYING WITHIN 500 FT. OF ANOTHER AIRCRAFT. DOESN'T INCLUDE FORMATION FLYING.
VFR ON TOP R DID NOT UNDERSTAND FLYING IFR OR VFR ONM INSTRUMENT FLYING
QUESTIONS ABOUT WEATHER BRIEFING
THE HELILCOPTER PART IS MISS LEADING
DONT LIKE WORD INADVERTENT.
THE QUESTION ABOUT UNUSUALL ATTITUDE WAS TOO VAGUE IF YOU ARE A FLIGHT INSTRUCTOR.

GD2A
TOO BROAD AND TOO VAGUE
IF I WAS EVER DISTRACTED, THE WORD DISTRACTED NEEDS CLARIFIED.
SOME OF THE QUESTIONS COULD HAVE MORE THAN ONE ANSWER BUT THE SURVEY WILL ONLY LET YOU GIVE ONE ANSWER WHICH IS NOT COMPLETELY ACCURATE.
THE ONE ABOUT LOSS OF VISUAL CONTACT WHERE THE PILOT WAS TRYING TO MAINTAIN SEPARATION.
VISIBILTY ON THE VFR
SOME DIFFUCULTY
SOME WERE CONFUSING I DON'T KNOW YOU DEFINE APPROACHES
I HAVE A QUESTION ABOUT SEVERE TURBULENCE? WOULD SEVERE TURBULENCE BE IF THERE WERE LARGE ABRUPT CHANGES IN ALTITUDE , ATTITUDE OR OR WOULD IT BE IF THERE WAS ACTUAL DAMAGE DONE TO THE PLANE?
QUESTIONS ABOUT THE 60 DAYS
MOST OF THE QUESTIONS. THIS IS STUFF THAT DON'T HAPPEN.
WEATHER MINIMUMS UNDER IFR FLIGHT PLANS..DO THEY MEAN AT TAKE-OFF OR LANDING OR IN FLIGHT
THE QUESTION ABOUT THE COMMUNICATIONS WITH ATC IN A TIME CRITICAL SITUATION.
TAKE OFF AND LANDINGS AS REFERRED TO AS FLIGHTS
YES THE WERE POORLY WORDED AND REPEATED, YOU DON'T TAKE A FIXED-WING AND ASK AABOUT RETRACTING LANDING GEAR.
SOME OF QUESTIONS WERE NOT SPECIFIC ENOUGH
DISTRACTION IN THE COCKPIT IS A LITTLE OFF.
WEATHER QUESTIONS WERE CONFUSING SUCH AS ACCURACY QUESTIONS, GENERALLY IT IS GOOD BUT SOME ASPECTS ARE POOR AND THERE WAS NO ROOM TO EXPRESS THAT
LANDING WITH AN AIRPLANE WITH A PLANE CROSSING OR LANDING AT THE SAME RUNWAY, BECAUSE IT WAS SAFE
A COUPLE OF TERMS I WAS NOT FAMILIAR WITH EG. SPEED BRAKES
HARD TO REMEMBER RECENT EXPERIENCES
QUESTIONS ARE VAGUE IN IFR OR VFR CONDITIONS ON WHICH THE FLIGHT PLAN WAS FILED
COMMERCIAL WEATHER WAS CONFUSING I DID NOT UNDERSTAND WHETHER THESE COMMERICAL SOURCES WERE CONSIDERED SERIOUSLY OR WEATHER THEY WERE JUST AUXILARY?
THE QUESTION ABOUT THE WEATHER INFO BRIEFING FROM A COMPANY-RELATED SOURCE - THIS WAS VAGUE TO HIM.
UNDER VFR MINIMUMS WHAT IS THE MINIMUM OF MILES OF VISIBLITY. IS THIS THE NUMBER OF MILES OF VISIBILITY IT IS NOT UNDERSTOOD WHETHER OR NOT WE ARE IN A MOUNTAINOUS AREA OR FLAT LAND
THE QUESTIONS ABOUT PRE-FLIGHT THE QUESTION MORE PILOTS USE AWOS AND ASOS MORE THAN ANY OTHER INFORMATION
IFR WEATHER CAUSED YOU TO LOSE LOCATION, NOT SURE WHAT YOU MEANT BY THAT. THIS IS NOT THE EXACT WORDING.

GD2A
CERTAIN QUESTIONS WERE AMBIGUOUS BECAUSE THERE COULD BE OTHER CIRCUMSTANCES COULD HAVE CALLED FOR A DIFFERENT ANSWER THAN WAS PROVIDED.
CAN'T REMEMBER
THIS QUESTION WAS AMBIGUOUS BECAUSE IT WAS SAID "LAND IN INSTRUMENT APPROACH" BECAUSE I DON'T KNOW IF YOUR ASKING AFTER YOU BREAK OFF OF VFR OR IFR
NOTAMS ALOT OF THEM HAVE INACCURATE INFORMATION
CAN'T REMEMBER.
NUMBER OF WEATHER BRIEFINGS VS. THE NUMBER OF FLIGHTS.
WHEN ASKING ABOUT WEATHER A LITTLE CONFUSED WHAT WAS ASKING.
FLYING FOR RECREATION AND INSTRUCTION SHOULD HAVE SUBCATEGORIES THAT MAY INCLUDE EACH OTHER FOR EXAMPLE, RECREATION, RECREATION INCLUDING INSTRUCTION, INSTRUCTION, THEN INSTRUCTION INCLUDING RECREATION.
FOR EXAMPLE, MINIMUM VISABILITY OR MINIMUM CEILING , BUT QUESTION DID NOT ASK WHAT TYPE APPROACH (IFR).
MIGHT TRY CHANGING THE SEQUENCE OF QUESTIONS RE PRE-FLIGHT WEATHER SCOURCES
THE QUESTIONS ARE TOO GENERAL
HAS THE AIRPLANE RECIEVED THE WEATHER INSTEAD OF SAYING DID THE PILOT LACK ADEQUATE WEATHER. ALSO, NEVER ASKED IF WEATHER PLAYED A PART IN DECISIONS WHILE IN FLIGHT. ASKED HOW MANY FLIGHTS WERE ABORTED DUE TO EQUIPMENT MALFUNCTION.
THE QUESTION ON FLYING MORE THAN 50 MILES,
A FEW WERE NOT APPLICABLE TO ME
SOME QUESTIONS TO WORDY
THE QUESTION ON VFR MORE CONSERVATIVE MINIMUMS WAS CONFUSING
DOES NOT RECALL
NOT SURE, QUITE A FEW CONFUSING, BUT COULDN'T REMEMBER ANY.
ATP OR INSTRUMENT RATING QUESTION-
UNDER THE HOOD I HAVE HAD TRAINING TO GET LICENSE AND TO KEEP SKILLS AT IT .
SOME WERE POORLY WORDED AND OPEN ENDED
CONTAMINATION
SOME QUESTIONS HAD TO DO WITH ATC AND NOT RELEVANT TO ME
THEY WEREN'T SPECIFIC ENOUGH IN SOME RESPECTS. THERE WERE ONLY 2 OR 3 THAT WAS CONFUSING.
R SAID THE QUESTIONS ABOUT VFR (ON TOP)
THE CENTER OF GRAVITY QUESTION WAS SOMEWHAT CONFUSING
TO NOT DIFFERENTIATE BETWEEN FLIGHTS AND #S OF TOUCH AND GOES. THE #;S OF TOUCH AND GOES DO NOT TRANSLATE INTO FLIGHTS.

GD2A
IFR VERSES HIS POLICY- ICY CONDITIONS
THE ONE ABOUT NO-TAMS; THE ONE ABOUT INSTRUMENT APPROACHES
THE ONE ABOUT VISIBILITY--IT SOUNDS AS THOUGH YOU'RE ASKING BELOW THE CLOUDS RATHER THAN ABOVE THE CLOUDS--IT WAS A BIT UNCLEAR AND COULD HAVE BEEN MORE SPECIFIC.
THE STATEMENT ABOUT THE APPROACH AND LANDING IF THE WEATHER IS BELOW PUBLISHED MINIMUMS. WE NEGLECTED TO STATE THAT THE PILOT IS THE ULTIMATE JUDGE UNDER PART 91- EVEN THOUGH THE WEATHER IS BELOW MINIMUMS THE PILOT CAN SHOOT THE APPROACH AND HE CAN LAND
THE QUESTION ON VISIBILITY @ IMC
THE QUESTIONS PERTAINING TO WEATHER BRIEFING. IT WASN'T EXACTLY CLEAR ON WHAT TYPE.
THE ONE ABOUT ANTI ICING AND DEICING. BECAUSE MY PLANE AND ALL PLANES HAVE PITOT HEAT AND CARB HEAT AND THAT IS ANTI ICING EQUIPMENT. BUT I DO NOT THINK THAT IS WHAT YOUR QUESTION IS REALLY GETTING AT. I THINK WHAT THEY ARE WONDERING IS IF THE PLANE IS C
THE IFR Q'S- WAS IT INTENDED TO ADDRESS AN IFR PILOT. I AM NOT IFR PILOT SO SOME QUESTIONS ARE NOT DIRECTED TO ME
SOURCE OF WEATHER INFORMATION
M
WEATHER EQUIPMENT ON BOARD AVAILABLE ON BOARD
RUNWAY ENTRY
REFERING TO A FLIGHT AS A TAKE OFF RATHER THAN A TIME DURATION EVENT. SHOULD USE TIME DURATION (I.E, HOW MANY HOURS DID YOU FLY DURING.....)
MY LACK OF TERMINOLOGY
RESPONDENT SAID THE QUESTION ABOUT WEATHER DATA INFORMATION SEEMED TO BE A LITTLE VAGUE ,
THE TERM UNDESIRABLE IS AMBIGUOUS/ THERE ARE DIFFERENCES BETWEEN UNDERSIRIBE AND UNSAFE. IE. GENERAL AVIATION LIGHT AIRCRAFT ARE REQUESTED FOR HIGH SPEEDS ON FINAL FOR SEPARATIONS.
PRE-FLIGHT INFORMATION
RESPONDENT THOUGHT #OF FLIGHTS THAT WERE CONDUCTED UNDER IFR CONDITIONS
A COUPLE OF THE QUESTIONS SEEM VAGUE. HOWEVER THE ONE THAT REALATES TO MINIMUMS RE VISIBILITY IS UNCLEAR. BECAUSE THERE ARE MINIMUMS FOR TAKEOFF, LANDING AND ALTERNATE PLANS. THE QUESTION IS POORLEY WORDED AND SO WAS THE QUESTION SUBSEQUENT TO THAT GC1
I THOUGHT THAT THE QUESTION YOU ASKED ABOUT HOW MANY TIMES HAVE YOU BEEN IN AN UNUSAL ATTITUDE WAS A LITTLE ODD. I ANSWERED 20 TIMES
CANT REMEMBER/ A FEW WERE AMBIGUOUS
THIS IS TOO CONFUSING A QUESTION.
WHAT IS AIRCRAFT CONFIGURATION

GD2A
DISTACTED BY CONVERSATION, PER PILOT THIS NEEDS TO BE EXPLAINED BETTER HAVE YOU BEEN DISTRACTED FROM YOUR PILOT DUTIES. GENERAL CONVERSATION IS OK.
IFR WEATHER MINIMUMS-MILES OF VISIBILITY YOUR ORGANIZATION REQUIRE.
PRIMARLY MY QUESTIONS WERE WHERE I RECEIVED MY WATHER BRIEFINGS.
THE VFR ON TOP CLOUD DECK
AMBIGUOUS
REFUSED
AMBIGUOUS
GC11 - CONFUSED W/QUESTION "FLYING OVER A CLOUD DECK SOMETIMES CALLED VFR ON TOP - RESPONDENT SAID, WAS ALREADY VFR
NOT SURE IF THE 4 HOURS SPENT ON THE [AIRCRAFT X] SHOULD HAVE BEEN INCLUDED.
THE QUESTION ABOUT ASSIGNED ALTITUDE. THE QUESTION ABOUT WEATHER INFORMATION OR THE ACCURACY OF WEATHER INFORMATION.
CANT REMEMBER WHAT THOSE QUESTIONS WERE
THE WEATHER MINIMUMS QUESTIONS ONLY ALLOW YOU SINGLE WORD ANSWERS.
THE QUESTION ABOUT IMC TRAINING WAS CONFUSING TO AVIATOR
TAKE OFFS AND LANDINGS QUESTION SHOULD NOT SAY FLIGHTS
THE ONE ABOUT DISTRACTION AND HOW MANY LANDINGS HAVE YOU MADE
GAH11-POORLY WRITTEN.
THE QUESTION ABOUT MINIMUMS IN FEET WAS A BIT CONFUSING , BECAUSE IT WILL VARY DEPENDING ON DISTANCE FROM LANDING SITE
PORLY WORDED,CONFUSING
WHAT DOES CLEAR AIR MEAN?
SOME OF PART 91 QUESTIONS WERE NOT RELEVANT
CONFUSING
THE R DIDNT UNDERSTAND THE QUESTION ABOUT ON SITE BRIEFING
I DIDN'T UNDERSTAND HOW TO ANSWER THE QUESTION PERTAINING TO THE FAR #.
QUESTION GC8 ON VFR, A LITTLE CONFUSING.
SOME OF THE QUESTIONS ON THE WEATHER BRIEFINGS WERE HARD TO UNDERSTAND
THE ONES ABOUT THE SOURCES OF WEATHER--I COULDN'T TELL WHAT YOU WRER REALLY LOOKING FOR.
QUESTIONS ABOUT INSTRUMENTS IMPLIED THAT I FLEW INSTRUMENT
WEATHER BRIEFING
WHEN WE WERE DISCUSSING LEAVING THE FREQUENCY TO GET FWEATHER BRIEFING, WHEN I AM A CO PILOT I ALWAYS DO THAT, WHEN I AM A CAPTAIN I DO NOT .

GD2A
DONT REMEMBER
RESPONDENT WAS CONFUSED ABOUT THE OBTAINING OF PRE-FLIGHT WEATHER INFORMATION, RESPONDENT WAS NOT SURE IF IT MEANT IN THE AIR OR ON THE GROUND.
ONE OF TRHE QUESTIONS HAD TO DO WITH VERBAL BRIEFINGS COULDN'T TELL IF THEY WERE ASKING DOES IT MEAN IN PERSON OR OVER THE PHONE.
DIFF CLASSIFYING TRAINING FLTS AS TO TYPE
TOTAL HRS FLOWN-- # OF LANDINGS
I WOULD MAKE A DIFFENCE/ WORD IT FAMILIAR AIRPORTS V.S UNFAMILIAR AIRPORTS
SPACIFIC TO AVATION
THE INSTRUMENT FLIGHT HAD MULTIPLE APPROACHES IN THEM.
WEATHER FLIGHT SERVIVE
LANDING IN INSTRUMENT CONDITIONS
POOR WEATHER CONDITIONS FOR FLYING IN VFR FLIGHTS.
A LOT OF THE QUESTIONS DO NOT APPLY TO GENERAL AVIATION. QUESTION COULD HAVE BEEN SORTED OUT A LITTLE BETTER FOR GENERAL AVIATION.
NOT SURE
DONT REMEMBER WHICH ONES THEY WERE CANT BE MORE SPECIFIC
NOT SURE WHAT IS WAS.
FAA CONSERVATIVE MINIMUMS
1. QUESTION RE FILING OF IFR FLIGHT PLAN; R DID POP-UP PLANS WHILE IN FLIGHT.
WAS FAMILIAR WITH PART 135, OR 91
GENERAL TERMINOLOGY-DIFFERENT FOR SMALL PLANES AS OPPOSED TO "BIGGER" PLANES
HOW MANY TIMES DID YOU LOOSE SIGHT OF YOUR POSITION. YOU SAY IT HAPPENS EVERY TIME YOU USE IFR
RESPONDENT SAID THE LAST COUPLE QUESTIONS R LOST TRACK OF WHAT THE QUESTIONS WERE ASKING
CAN'T REMEMBER
PRE-FLIGHT BREIFING QUESTIONS NEED TO BE RE-WORDED.
THERE ARE QUESTIONS THAT ARE NOT YES NO QUESTIONS
RESPONDENT SAID THE QUESTIONS NEED TO BE RELATED TO PIOLET INSTRUCTORS
RESPONDENT FEFT SOME OF THE QUESTIONS WERE NOT IN SEQUENCE BUT HE DOES UNDERSTAND WHY THEY DID THEM
Q ABOUT MORE CONSERVATIVE WEATHER MINIMUMS-I AM REQUIRED TO ADD FEET TO VISIBILITY & CEILING.
WHAT IS I.M.C.?
COULDN'T UNDERSTAND THE OBJECTIVE ON SOME.
FIXED WING TERM

GD2A
THE QUESTION ABOUT IFR MINIMUMS WASNT CLEAR WHAT YOU WERE ASKING.R WASNT SURE IF THIS WASABOUT TAKEOFFS &LANDINGS
AIRCRAFT WEATHER REPORT QUESTIONS WERE CONFUSING
GA13, GA12, GER7A, GER98 - THE OPTIONS DID NOT ALLOW R/PILOT TO SELECT THE AIRCRAFT THAT HE HAD ACTUALLY FLOWN - IT WAS NOT AVAILABLE AS AN OPTION. HE ACTUALLY FLYS [AIRCRAFT X].
TAKE OFF IN IMC CONDITIONS AND NOT KNOW WHERE I AM-- I STILL KNOW WHERE I AM
WORK I DO DOES NOT RELATE TO SOME OF THE QUESTIONS, JUST DO NOT RELATE TO MY WORK AT ALL, SOME OF IT WAS SLIGHTLY AMBIGUOUS, BUT AFTER CLARIFICATION, IT WAS OKAY.
TERMINOLOGY FOR CIVIL USE FLIGHTS FOR PUBLIC USE WAS NOT CLEAR.
CONFUSING TO R/ THE WAY THEY WERE WORDED
SEPARATION BETWEEN TOTAL FLYING TIME VERSUS TOTAL FLYING TIME AND PART 135
THE LAST QUESTION WAS AMBIGIOUS
THUNDERSTORM EQUIPMENT TYPES WERE NOT ASKED. PILOTS SHOULD HAVE BEEN TOLD TO HAVE LOG BOOK HANDY FOR THE INTERVIEW.
THE QUESTION I COULD NOT ANSWER ABOUT AN IMPROPER AIRCRAFT CONFIGURATION. I DON'T KNOW WHAT THEY ARE TALKING ABOUT. I ALSO DID NOT KNOW THE RHYME OR REASON OF SOME OF THE QUESTIONS. SOME OF THE QUESTIONS WERE ASKED IN DIFFERENT WAYS.
SHOULD DIFFERENTIATE BETWEEN AIRPLANE PILOT WHEN EARLIER IN THE SURVEY HE CLEARLY INDICATED DIFFERENTLY
QUESTION ABOUT THE PRE-RECORDED WEATHER THE A-TIS IS PRE-RECORDED BY THE CONTROL TOWER IS THAT INTENDED BY THE QUESTION OR DO THEY MEAN OTHER PRE-RECORDED WEATHER, LOW RPM IS PART OF THE CHECK LIST, 2 TIMES AS A CHECK LIST AND 1 TIME AS INTENTINAL BUT HE
THE WEATHER BREIFING QUESTIONS.
JUST WANTED TO MAKE SURE OF THE WORDING OF THE FAR 91LANDING BELOW MIMINUMS QUESTION."
GC 16 AND GA1, THEY WERE POORLY WORDED.
QUESTION RELATED ENGINE FAILURE DID NOT COVER SITUATION INVOLVING A COMPRESSOR STALL ON A TURBINE ENGINE.
CANNOT REMEMBER.
TIME BETWEEN TAKEOFFS AND LANDINGS - REFERRED TO AS FLIGHTS
QUESTION CONCERNING WEATHER. TYPE OF WEATHER SYSTEM USED. SATELLITE DOWN LINK PROVIDED BY DTN, I DIDN'T KNOW HOW TO CATEGORIZE THIS, WAS IT EITHER CABLE OR COMPUTER.
ATC RADAR VECTORS UNCLER
VFR CONSERVATIVE MINIMUMS. PILOT FEELS THESE ARE SUBJECTIVE DECISIONS THAT HE MAKES ON SITUATION BASIS,
THE ONE ABOUT PRE FLIGHT WEATHER.
WORDING OF QUESTION NOT SPECIFIC

GD2A

THAT I WASN'T SURE IF SURVEY WAS REFERRING TO HELICOPTERS OR AIRPLANES IN PART 91

NO. I'M OPERATING ON 3 HOURS OF SLEEP,

GD2B
MULTIPLE ANSWERS, ETC. WAS A QUESTION
RE: ICING ISSUES WITHIN PAST 60 DAYS, THE SEASON DOES NOT CORRESPOND WITH THE INTERVIEW ; THERE IS NO ICE IN JULY & AUG.
COCKPIT NOISE QUESTION WAS TOO GENERAL
COMMUNICATION WITH A.T.C AND HAVING TO REQUEST TO LEAVE IT TO GET AN UPDATE ON THE WEATHER ESPECIALLY IF YOUR FLIGHTS ARE OVER AN HOUR OR MORE AND WEATHER CONDITIONS ARE CHANGING. THESE QUESTIONS WERE CONFUSING AND CAUSED ME UNCERTAINTY IN MY ANSWERS. T
THE MISSED TRANSMISSION FROM ATC QUESTION.
CONSERVATIVE WEATHER MIMINUMS QUESTION
THE SYSTEM WOULD NOT ALLOW THE OPERATOR TO ENTER IN A QUARTER MILE FOR QUESTION GC16A. SO THE R HAD TO ANSWER DK WHICH MAY NOT HAVE RECORDED HIS ANSWER AS ACCURATELY AS HE PERFERRED
LEAVE COMMUNICATIONS FREQUENCY TO GET WEATHER BRIEFING
THE SURVEY- IF I HAD A COUPLE OF HOURS AT THE COMPUTER TO GET YOU TOTALLY ACCURATE INFORMATION . NOT TO MANY GUYS ARE GOING TO BE ABLE TO COME UP WITH ACCURATE INFORMATION IN THE LAST 60 DAYS. I'M SURE YOU'LL JUST BE GETTING A LOT OF ESTS.
SEE PREVIOUS COMMENT. I WILL BE HAPPY TO TALK TO ANYONE CONCERNING THE QUESTIONS I REFERRED TO GC20A AND GC20B.
MINIMUM SAFE ALTITUDE QUESTION: WONDERED WHETHER IT ALSO INCLUDED LANDINGS.
THE QUESTIONS APPLY TO LITTLE AIRPLANES, DO NOT APPLY TO CORPORATE JETS (LARGER) SOME QUESTIONS ASKED JUST DO NOT HAPPEN IN CORPORATE AVIATION.
DON'T KNOW
ANSWER TO:GC18CNUMG: THE ANSWER IS 1/2 MILE.
NEED TO KNOW IF REFERS TO TAKE OFF OR LANDING
SUGGEST INTERNET SURVEYS
(ANSWER TO GC18C IS 1/2 MILE)
THE QUESTIONS ABOUT THE PRE-FLIGHT WEATHER BRIEFINGS ARE NOT REALLY BRIEFINGS
ASK IF AIRCRAFT FLOWN ARE IFR CERTIFIED, THAT WOULD ELIMINATE IFR QUESTIONS
THIS QUESTION IS POORLY WORDED (GC1A1)
THIS QUESTION IS ALSO UNCLEAR
BEGINNING TO THE INTERVIEW
AGAIN, MINIMUMD DID NOT KNOW IF THEY REFERRED TO THE DAY OR NIGHT.
AMBIGUOUS, WHEN TRYING TO TALK TO ATC IN TIME CRITICAL SITUATION - NOTE , THIS QUESTION DID NOT GIVE ENOUGH CHOICES , COULD YOU GET THROUGH? HE WAS AT A SATELLITE AIRPORT. SHOULD ADD CHOICE - DEPARTURE FROM AN UNCONTROLLED AIRPORT. ALSO ADD APPROACH

GD2B
VFR, IFR WEATHER MIMINUMS. VISIBILITY/CEILING.
SOME OF THE QUESTIONS COULD HAVE BEEN ANSWERED DIFFERENTLY. BECAUSE MANY OF THE THINGS ASKED ABOUT ARE PART OF INSTRUCTIONAL TESTS.
DID NOT ASK HOW MANY FLIGHTS I FLEW. YOU ASKED ABOUT TAKEOFFS.
DONT UNDERSTAND IF IT MEANS NEVER HAD THE WEATHER INFORMATION YOU NEED OR IF IT MEANS DIDNT HAVE IT WHEN YOU NEEDED IT BUT WERE ABLE TO OBTAIN IT IN FLIGHT.
LESS THAN 500 FEET OF SEPARATION Q DO YOU MEAN INTENTIONALLY BECAUSE I WAS FLYING FORMATION PATTERNS INTENTIONALLY
GC4
THE QUESTION HOW I OBTAIN A PRE FLIGHT BRIEFING- THE ANSWER FORMAT WAS TOO RESTRICTED.
MSA AND NOT FOLLOWING ATC RADAR VECTORS QUESTION NOT COMPLETELY CLEAR.
MINIMUM IN FEET
I DID NOT FEEL CONFIDENT THAT QUESTIONS YOU DID ASK RELATED TO IFR FLIGHTS IN VFR CONDITIONS (PROFICIENCY FLIGHTS).
I THINK ALL QUESTIONS SHOULD GIVE CHOICE OF WITHIN 60 DAYS OR WITHIN TIME OF FLYING CAREER.
I JUST LISTEN TO ATIS THERE IS NO COMPANY DISPATCHER. JUST DO MY OWN THING
NONE
WEATHER MINMIUMS
DISTRACTION
NONE
UNCLEAR WHAT THIS QUESTION MEANS
GENERAL TERMINOLOGY
SIMILAR PROBLEM WITH GC16A
WHAT IS I.M.C.?
CERTAIN QUESTIONS THAT DEAL GETTING 500FT OF ANOTHER PLANE
QUESTIONS REGARDING NIGHTTIME FLYING THE 60 HR WINDOW IS LIMITING. WINTER FLYING WOULD GENERATE DIFFERENT ANSWERS.
POORLY WORDED
RESPONDENT STATED WE CAUGHT HIM AT TIME WHEN HE BASICALLY ADVERSE WEATHER CONDITIONS. IF SURVEY DONE IN SEASON X, RESULTS ON WEATHER RELATED EVENTS WOULD HAVE BEEN MUCH DIFFERENT. IN RESPONDENTS CASE THE RESULTS WOULD HAVE BEEN DIFFERENT.
CLARIFICATION ON THE DIFFERENT SET OF MINIMUMS USED BY THE FAA AND THE PILOT OR PILOTS COMPANY

GD2
WEATHER SOURCES NOT SPECIFIC TO AVIATION WAS A LITTLE CONFUSING
IN FLYING UNDER FAR PART 91, YOU CAN TAKE OFF WITH 0 VISIBILITY BECAUSE HIS COMPANY REQUIRES AN MINUMUM OF 1 QUARTER VISIBILITY AT TAKEOFF.
DON'T KNOW
QUESTION PERTAINING TO AIRCRAFT LACKING ACCURATE WEATHER INFORMATION, A LITTLE HARD TO INTERPRET.
WEATHER MINIMUM CEILING IN FEET.
DISTRACTION BY PASSENGER

GD3A
AMBIGUITIES AND MISUNDERSTANDINGS ABOUT APPROACH CATEGORIES.
CONGESTION AT UNCONTROLLED AIRFIELDS, ESPECIALLY [AIRPORT X]...IT DESPERATELY NEEDS A TOWER.
FOR OFF-SHORE; EVERYONE OPERATES IN DIFFERENT FREQUENCIES...NEED TO ESTABLISH A UNIFORM FREQUENCY FOR ALL [AIRCRAFT TYPE A].
PROBABLY PRIVATE AIRCRAFT FLYING.
REACTIONS AFTER AN ACCIDENT; SUCH AS THAT PUTTING UP OF A TOWER AFTER A MISHAP IN [LOCATION A] A LITTLE WHILE BACK
TFR'S AND THE TIMELY AVAILABILITY OF THAT INFORMATION
" LOCAL MUNICIPALITIES ARE TAKING ACTION OVER NOISE PRODUCTION, DESPITE POSSIBLE SAFETY RISKS.....ENFORCEMENT OF RESTRICTIONS MAY CAUSE SOME TO ACT WITHOUT THOUGHT TO SAFETY, TO AVOID FINES....ALSO MORE RADIO COMMUNICATION COVERAGE TO MORE AREAS. ATC COMM
"SIMPLY EXPAND TO MORE THAN 60 DAYS"
(THE CORRECT PLANE FLOWN FOR THE ONE HOUR IN THE LAST 60 DAYS IS A [AIRCRAFT TYPE A]
[A WHILE BACK] AT [AIRPORT X], 1 NEAR MISS AT THIS PARTICULAR PLACE AND THIS NOT FIRST BY MANY. THE CONTROLLERS GIVE OUT BAD INFORMATION.
[AIRCRAFT TYPE A] FLYING IN MINIMUM VMC CONDITIONS ARE A HAZARD TO THE AVIATION COMMUNITY.
[AIRCRAFT TYPE A] PILOT EXPERIENCE LEVELS. ALSO INCLUDE QUESTIONS ABOUT ACTIONS TAKEN TO AVOID ACCIDENTS.
[AIRPORT X] ATC IS OVERWHELMED. TOO MUCH RADIO TRAFFIC. CAPABILITIES ARE EXCEEDED. MOSTLY FROM SIGHT-SEEING FLIGHTS.
[AIRPORT X] HAS NO TOWER, THIS CAUSES MAJOR PROBLEMS AT SOME BUSY TIMES.
[AIRPORT X] IN [LOCATION A] NEEDS A CONTROL TOWER, I HAVE SEEN MORE CLOSE CALLS AT THAT AIRPORT. SOMEONE FLEW RIGHT UNDER ME BY TWENTY FEET ON A FINAL APPROACH TO [AIRPORT X]. TOO CHAOTIC, TOO CONGESTED. I ALWAYS LAND AT AN ALTERNATE SITE.
[AIRPORT X] IS ONE OF THE MORE DANGEROUS AIRPORTS, CHECK RUNWAYS, VERY DISORGANIZED (PEOPLE ARE LANDING ON DIFFERENT RUNWAYS INSTEAD OF CONSTANT).
[AIRPORT X], AN INCIDENT WHERE A PILOT LANDED GOING THE WRONG DIRECTION ALMOST CAUSING A MAJOR COLLISION. FILED A COMPLAINT TO THE FAA AND NO ONE TOOK IT BUT GAVE RESPONDENT A LETTER. ALL THIS TOOK PLACE AT UNCONTROLLED AIRPORT
[LOCATION A] AIRSPACE IS EXTREMELY COMPLICATED. REPORTING POINTS ARE UNFAMILIAR TO PILOTS COMING FROM EXTERNAL PLACES. MIGHT ASK PILOTS WHAT ARE PROCEDURES IN CASE RADIO DOESN'T WORK.
[LOCATION A] CONTROLLERS NEED TO LEARN TO SPEAK STANDARD ENGLISH. ONE CAN ACTUALLY UNDERSTAND THE [LOCATION B]CONTROLLERS BETTER THAN [LOCATION A] CONTROLLER OTHER THAN THAT.
[LOCATION A] HOLDS SMALLER NON-IFR PLANES FOR TOO LONG. REALLY DANGEROUS. MOST PLANES ARE AT THE SAME ALTITUDE. RESPONDENT HAS BEEN HELD FOR 2 HOURS AT ONE TIME. TOO MUCH TRAFFIC FOR THE AIRPORT. IT'S BETTER NOW THAN IT HAS BEEN BUT IT'S STILL BAD.
[LOCATION A] POOR RADIO/RADAR COMMUNICATIONS.
[LOCATION A], THEY ANNOUNCED THIS ON SHORT NOTICE AND INADVERTENTLY STRAYED INTO PROHIBITED AREA. TEMPORARY FLIGHT RESTRICTIONS. YOU COULD GET INTO TROUBLE WITHOUT REALIZING IT. ALSO WHEN [EVENT], SUDDENLY THE TFR WAS CHANGED AND MOST PEOPLE DIDN'T KNOW A

GD3A
[LOCATION X] IS A VERY BUSY AIRCRAFT TYPE X TOWN. THE COMMUNICATIONS AT THE ORGANIZATION X IS VERY POOR AS FAR AS LANDING AND TAKING OFF AT THE LOCATION X.
1 HOW MANY TIMES DID I TALK TO ATC RESPONDENT FLIES FROM A UNCONTROLLED AIRPORT 2. PILOTS USE UNICOMM MORE FREQUENCY ARE NEEDED BADLY MORE THAN ONE UNCONTROLLED AIRPORT ARE USING. 3 UNICOMM : MORE TRAINING OF PILOTS FOR MORE STANDARD PROCEDURES.
1) PERSONNEL IN CONTROL TOWER TALK TOO RAPIDLY AND 2) ANNUAL INSPECTION OF AIRCRAFT SHOULD BE EVERY 2 YEARS BECAUSE WE ARE WEARING OUT AIRPLANE REMOVING SCREWS AND SUCH WHEN WE DONT FLY MUCH. GENERAL AVIATION FLYING.
1. FLIGHT AREA FORECAST IN REAL ENGLISH AND NOT CODES. 2 MORE CONTROL OF GPS IS CAUSING MORE PROBLEMS
14 HOUR DUTY DAY IS TOO MUCH, NEEDS TO BE LESS. CUT 2 MAN CREW HOUR LESS THAN 10.
6 MONTHS NOT 60 DAYS FOR SURVEY
60 DAYS IS NOT FAR ENOUGH BACK SHOULD GO BACK 1 YEAR
60 DAYS IS NOT LONG ENOUGH
9-11 RELATED ACTIVITES HARD TO FIGURE OUT, TFR'S
A CATEGORY SHOULD BE INCLUDED IN RECURRENT OR CONTINUING TRAINING SUCH AS EMERGENCY PROCEDURE TRAINING.
A CONTROLLER REFUSED TO GIVE FLIGHT FOLLOWING BECAUSE WE DID NOT FILE A FLIGHT PLAN.
A FEW MORE QUESTIONS ON COLLISION AVOIDANCE
A KNEE-JERK REACTION TO THE EVENTS OF 9/11/01. SOME PEOPLE'S LIVELIHOOD IN REGARDS TO GENERAL AVIATION HAVE BEEN NEGATIVELY AFFECTED BY THESE NEW SET OF PARAMETERS THAT HAVE BEEN SET IN PLACE BECAUSE OF THEIR CLOSE LOCATION TO [LOCATION A] AND [LOCATION
A LONGER TIME FRAME OF SIXTY DAYS IS NEEDED TO ACCOUNT FOR THE WEATHER DIFFERENCES, NOT JUST SEASON X.
A LONGER TIME FRAME WOULD BE MORE SUITABLE. MORE QUESTIONS REGARDING TRAFFIC CONFLICTS IN CONTROL FIELDS. WEATHER REPORTING STATIONS ARE VERY FEW ALMOST 450 MILES APART IN TRYING TO OBTAIN WEATHER
A LOT MORE INTERACTIONS WITH ATC.
A LOT OF [AIRCRAFT TYPE A] FLY TO OIL RIGS BOTH IN AND OUT OF THE STATES. DUE TO THE NUMBER OF TAKE OFFS AND LANDINGS THERE ARE A NUMBER OF SAFETY CONCERNS MORE SPECIFIC TO THAT JOB IN PARTICULAR.
A LOT OF PILOTS ARE FLYING TOO LOW THAN WHAT SHOULD BE.
A LOT OF TIMES WE HAVE VFR AIRCRAFT THAT ARE FLYING IN IFR CONDITIONS WITHOUT CLEARANCE - I THINK THERE NEEDS TO BE HARSHER PENALTIES AND THE FAA SHOULD BE MORE AGGRESSIVE IN PROSECUTING OFFENDERS
A MAJOR PROBLEM IN NON-TOWERED AIRPORTS IS THE LACK OF CONSISTANT REPORTING OF LOCATIONS BETWEEN SIMULTANEOUSLY PRACTICING PILOTS FLYING VFR.
A PLANE IN AIRSPACE WITHOUT A TRANSPONDER DOES NOT SHOW UP ON TCAS
A PROBLEM WITH GROUND CONTROL NOT HAVING PRECISE LOCATIONS OF ALL AIRCRAFT, THEY SHOULD HAVE IMPROVED CAPABILITIES TO ASSESS AIRCRAFT LOCATIONS.
A QUESTION NEEDS TO BE ASKED ABOUT CERTAIN TRAFFIC CONTROLLERS IN RELATION TO MAKING A PLANE WAIT IN A PATTERN IN AN APPROACH THEY SAY THEY WILL GET BACK TO PILOT BUT THEY DON'T GET BACK TO PILOT. ALSO WAITING FOR CLEARANCE FOR TAKEOFF THEY KEEP YOU WAIT

GD3A
A SLIGHT PROBLEM OF AIRPORT CONGESTION. THERE ISN'T ENOUGH AIRPORT CONSTRUCTION OCCURRING.
A VISUAL RELIABLE REAL TIME REPRESENTATION OF TEMPORARY FLIGHT RESTRICTIONS USING A GRAPHICAL INTERFACE AND A DETAILED CHART SUCH AS A SECTIONAL AS A BASE. MORE AIRPORTS IN MOUNTAINOUS TERRAIN SHOULD HAVE ASOS OR AWOS WEATHER REPORTING CAPABILITIES. THE F
ABDUNDANCE OF NOTAMS
ABILITY TO GET GOOD INFORMATION REGARDING RESTRICTED AREAS DUE TO NATIONAL SECURITY
ABILITY TO GET IN COCKPIT WEATHER RADAR LIKE I SEE ON TV OR ON THE INTERNET, REAL TIME.
ABOUT A YEAR AGO I HAD A [EVENT]. THE [EQUIPMENT] WAS WORKING BUT NO ONE RESPONDED.
ABOUT GROUND CONTROLERS...THEY LOSE TRACK OF YOU, AND TURN OUT THE RUNWAY LIGHTS IN [LOCATION A], THEY CLOSED THE RUNWAY, "I THINK THEY FORGOT I WAS THERE". THE NUMBER OF FREQUENCIES THAT THE PILOTS ARE REQUIRED TO TUNE TO WHILE TAKING OFF, OR W
ABOUT THE NOTAMS, THERE'S A PROBLEM WITH THE FAA NOT PUBLISHING ALL THE NOTAMS AND SOME PEOPLE ARE GETTING INTO TROUBLE FOR NOTAMS THAT BECAME ACTIVE DURING THEIR FLIGHT; BIG PROBLEM WITH BANNER TOWING - THEY'VE RESTRICTED THAT AND THE WORDING THEY USE FO
ABOUT THE PEOPLE WHO DON'T SPEAK ENGLISH VERY WELL AND ARE HARD TO UNDERSTAND ON THE RADIO
ABOUT THE TFR'S, THEY POP UP AND WE HAVE SUCH LITTLE NOTICE ABOUT THEIR WHEREABOUTS - THE TFR'S ARE WHAT THEY WILL HANG YOU OVER. (TFR= TEMPORARY FLIGHT RESTRICTIONS). PLEASE UNDERSTAND THAT I AM CLOSE TO [LOCATION A] THIS IS A BORDER TOWN. IF WE GO TO WA
ACCESS TEMPORARY FLIGHT RESTRICTIONS
ACCESS TO GENERAL AVIATION AIRCRAFT AT BOTH NON-COMMERCIAL AND COMMERCIAL AIRPORTS, PARTICULARLY WITH REGARD TO EASY ACCESS BY TERRORISTS TO GENERAL AVIATION AIRCRAFT.
ACCURACY OF TFR'S OR ACCESS TO TFR SITES.
ACURATE AND TIMELY DISTRIBUTION OF TFR-TEMPORARY FLIGHT RESTRICTIONS.
AD NOTES ARE AMBIGUOUS
ADD DUTY TIME QUESTIONS TO FRACTIONAL FLYING FOR THE SURVEY
ADDRESS THE AMOUNT OF TRAFFIC IN THE SYSTEM
AFFECT OF AUTOMATION IN THE COCKPIT.
AFFECTED COMMUNICATIONS OF TSA AIRSPACE CHANGES
AFTER 9/11 THERE HAVE BEEN A LOT OF RESTRICTIONS ON FLYING. WE PILOTS WERE UNFAIRLY RESTRICTED. MANY OF THE AIRPORTS WERE PLAIN SHUT DOWN TO PRIVATE PILOTS. EVEN TODAY THERE ARE STILL RESTRICTIONS ON VFR PRIVATE PILOTS.
AFTER 9/11, A LOT AIR RESTRICTIONS ARE NOT POSTED TO PUBLIC KNOWLEDGE OF PILOTS
AGE OF EQUIPMENT IS VERY IMPORTANT
AIR CONTROLLERS ARE GETTING EXTREMELY BUSY AND THE TIME SPAN FOR THE SURVEY SHOULD BE LONGER THAN 60 DAYS TO ACCOUNT FOR OTHER SAFETY ISSUES
AIR SPACE QUESTIONS IN CONGESTED IN LARGE INTERNATIONAL AIRPORTS IN PROXIMITY TO SMALLER GENERAL AVIATION AIRPORTS. [AIRPORT X] IS AN EXAMPLE.

GD3A
AIR TO AIR COMMUNICATION QUESTIONS NEED TO HAVE BEEN ASKED.....NAVIGATIONAL APPROACHES TO AIRPORTS.....
AIR TRAFFIC CONTROL ADVISORY REGARDING ANNOUCEMENTS ARE NOT GIVEN IN A TIMELY MANNER. ANNOUCEMENTS SHOULD BE GIVEN EARLIER ALLOWING PILOT TO REACT TO THE ANNOUCEMENT. TOWER CONTROL WILL SOMETIMES HAVE YOU MISIDENTIFIED IN THE PATTERN THEREFORE GIVING YO
AIR TRAFFIC CONTROL DEPARTURE CLEARANCES WITH LITTLE RESPECT TO INBOUND TRAFFIC.
AIR TRAFFIC CONTROL IN [LOCATION A] IS ANTIQUATED, BEHIND THE TIME AND NEEDS TO BE RE-EVALUATED. UNDERSTAND THAT REQUIRING AIRCRAFT TO FLY LOWER CAUSES THE AIRCRAFT TO BURN MORE FUEL IN AND AROUND ARRIVAL AND DEPARTURE GATES.
AIR TRAFFIC CONTROL SOURCES NEED IMPROVEMENT IN HANDLING IFR ARRIVALS.
AIR TRAFFIC CONTROLLERS SHOW PREFERENCES TO COMMERCIAL FLIGHTS. AIR TRAFFIC CONTROLLERS FORGET THAT GENERAL AVIATION PILOTS ARE OUT THERE. IN SOME CASES.
AIR TRAFFIC CONTROLLERS TOO BUSY, HIGH DENSITY TRAFFIC AT UNCONTROLLED FIELDS.
AIR TRAFFIC CONTROLLERS UNDERSTANDING THE PILOT'S NEEDS.
AIRBORNE WEATHER DISIMINATIONS,
AIRCRAFT CONDUCT, RADIO PROCEDURES AT NON-TOWERED RADIO CONTROL AIRPORTS.
AIRCRAFT CONGESTION IN TERMINAL AREAS WHILE IN FLIGHT... ALSO IN FAR 91, LACK OF HOURS ON DUTY YOU CAN SPEND ISSUE NEEDS TO BE ADDRESSED...HOURS ON DUTY IS A CONCERN
AIRCRAFT INTERIOR LIGHTING SPECIFICALLY INSTRUMENT PANELS. ALSO ASK ABOUT THE AMOUNT OF WORK LOAD ON THE FLIGHT. HIGH, MEDIUM, OR LOW WORK LOAD. OPERATING TO OR FROM UNFAMILIAR AIRFIELDS, HOW DOES THE PILOT FAMILIARIZE THEMSELVES WITH THE AIRPORT. WEB
AIRCRAFT MAINTENANCE
AIRCRAFT PERFORMANCE REFERENCE THE AIRWAY LENGTH AND OBSTRUCTIONS, FLIGHTS IN ICING CONDITIONS, DESEMINATION OF NOTAMS BOTH TO PILOTS AND ATC PERSONNEL, INVALID IFR CLERANCES, NEAR MISSES, TFR'S AND THEY ARE NOT APPEARING ON THE NAVIGATION CHARTS WE GET,
AIRCRAFT SECURITY AND FREQUENCY SATURATION AT NON-CONTROLLED FIELDS. THERE'S SO MUCH OVERLAPPING AT SMALLER AIRPORTS THAT IT'S BECOME A VERY SERIOUS SAFETY ISSUE.
AIRCRAFT SECURITY ON THE RAMPS. ALSO, ISSUES CONCERNING TCAS EQUIPMENT. THERE SHOULD BE QUESTIONS ABOUT THIS SYSTEM AND ITS' USE AND FUNCTION. IT WOULD HAVE BEEN BETTER IF THERE WAS A WAY TO ALERT PILOTS OF SOME THE QUESTIONS THAT WERE TO BE ASKED.
AIRCRAFT SEPARATION IN CLASS D DELTA AIRSPCE IN VFR CONDITIONS. TOO MUCH FLIGHT TRAINING IN BUSY AIRPORT BECAUSE THE AIRSPACE IS NOT AS TOLERANT FOR DEVIATIONS.
AIRPLANES FLYING AT THE WRONG ALTITUDES, THERE ARE ASSIGNED ALTITUDES FOR A REASON
AIRPLANES OPERATING WITHOUT RADIOS, RESPONDENT HAS SEEN IN THE LAST 3 OR 4 WEEKS PLANES LANDING ON THE SAME RUNWAY. EVERYTHING THAT FLIES SHOULD AT LEAST HAVE A HANDHELD RADIO SO THEY CAN COMMUNICATE.
AIRPORT SIGNS AND MARKINGS, ALSO LIGHTING AT NIGHT ARE VERY CONFUSING.
AIRPORT ACCESS IS TOO EASY AND THERE IS NOT ENOUGH SECURITY. MY [AIRCRAFT TYPE A] KEYS OPEN THREE-QUARTERS OF THE [AIRCRAFT TYPE A]'S AT MY AIRPORT.

GD3A
AIRPORT ACCESS: TO CONTROL THE ACCESS OF THE AIRPORT TO ONLY CERTIFIED AIRMAN OR AIRPORT PERSONNEL. THERE ARE A LOT OF BUSINESS OPERATED FROM THE HANGERS ON THE AIRFIELD THAT ARE NOT DIRECTLY RELATED TO AVIATION. PEOPLE OR BUSINESS THAT DO NOT HAVE A
AIRPORT CLOSURE AND SEE STRUCTURE IS SIGNIFICANT ISSUE OUR NATIONAL AIRSPACE HAS NOT BEEN TREATED FAIRLY
AIRPORT CONGESTION AREAS GETTING VERY BAD AND FREQUENCY TIED UP LONG PERIODS OF TIME MAKING IT DIFFICULT FOR THE PILOTS
AIRPORT CONGESTION, TOO MANY AIRCRAFTS IN THE CLASS DELTA AIR SPACE.
AIRPORT CONGESTION. SUMMERTIME THUNDERSTORM AVOIDANCE. WHEN AN AIRCRAFT IS CERTIFIED TO FLY IN ICY CONDITIONS THE PILOTS SHOULD BE MADE AVAILABLE CHARTS SHOWING THEM PERFORMANE REGULATIONS IN ICY CONDITIONS. THEY SHOULD REQUIRE THE MANUFACTURER TO PROVIDE
AIRPORT CROWDING - TOO MANY AIRPLANES; HEAVY COMMUNICATIONS TRAFFIC -- A LOT OF TALKING TO THE AIR TRAFFIC CONTROLLERS.
AIRPORT DIAGRAMS LIKE TAXIING, AIRPORT LAYOUTS ARE VERY CONFUSING, AIRPORT MARKINGS NOT CONSISTANT, CAN BE CONFUSING.
AIRPORT HAS GONE FROM TOWER TO NON-TOWER AIRPORT - HAVING PROBLEMS WITH LOW ALTITUDE. HAVING PROBLEMS WITH ULTRALIGHT AIR INCURSIONS. THEY WERE FLYING INTO AIRSPACE AROUND THE AIRPORT WITH LOW ALTITUDE. THEY NEED TO HAVE AN ULTRALIGHT LICENSE, NEED TO
AIRPORT HAS NO RADAR, IN AN ACTIVE AIRPORT NO RADAR FOR SEPARATION ISSUES
AIRPORT MARKINGS AND SIGNAGE...ALSO AIR FREQUENCY CONGESTION.
AIRPORT SCREENERS ARE POORLY TRAINED, INCONSISTANT, AND THERE IS NO ACCOUNTABILITY FOR LACK OF PROFESSIONALISM DUE TO THEM BEING GOVERNMENT EMPLOYEES. THE SYSTEM IS VERY SLOW BEING GEARED UP.
AIRPORT SECURITY
AIRPORT SECURITY
AIRPORT SECURITY
AIRPORT SECURITY AT SMALL AIRPORTS.
AIRPORT SECURITY IS A JOKE, IN A SENSE THAT ANYBODY CAN GET IN THE AIRLANE AT ANY TIME THEY WANT.
AIRPORT SECURITY IS ABOMINABLE AND OFFENSIVE. THE IDEA YOU CAN NOT BRING NAIL CLIPPERS ON AN AIRCRAFT IS STUPID. ANYONE INTENT ON GETTING BY SECURITY WILL STILL GET BY. NEED NON-MINIMUM WAGE EMPLOYEES.
AIRPORT SECURITY- NON-UNIFORMED AIRPORT SECURITY.
AIRPORT SECURITY SYSTEM IS A JOKE, TESTERS ARE GETTING IN WITH PLASTIC GUNS. HOW CAN SOMEONE FROM THE [LOCATION A] OR [LOCATION B] COME IN AND DO SECURITY JOBS? OR HOW CAN THESE PEOPLE GET SECURITY CLEARANCES? POOR ATC HANDLING OF [AIRCRAFT TYPE A]
AIRPORT SECURITY. I FEEL A LACK OF SECURITY AT THE SMALLER AIRPORTS. NOT CHECKING LICENCES. LIKE [NUCLEAR FACILITY] CLOSE BY. [AIRPORT] IS THE NAME OF THE NON TOWERED AIRPORT IN [LOCATION]. IN GENERAL AVIATION 70% ,FROM MY EXPERIENCE, NOT
AIRPORT SIGNAGE, LIGHTING, NOMENCLATURE...DIFFICULT AT SOME AIRPORTS AT NIGHT.
AIRPORTS NEED TO IMPROVE AND BE MORE CONSISTENT IN THE RUNWAY AND TAXIWAY MARKINGS. LANDING AT AIRPORTS WITH NO CONTROL TOWER OR ATC RADAR.
AIRSPACE SECURITY
AIRSPACE VIOLATIONS...STUDENTS NOT UTILIZING RADAR SERVICES PROVIDED BY ATC.

GD3A
AIRSPACE: PERTAINS TO TEMPORARY FLIGHT RESTRICTIONS, YOU NEVER KNOW WHICH AREA THAT YOU ARE ENTERING BECOME A TFR, UNLESS THE FLIGHT SERVICE STATION BRINGS IT TO YOUR ATTENTION. SO YOU HAVE TO ASK ABOUT IT. THEY SHOULD BRING THIS UP AUTOMATICALLY. ALSO
AIRWAY CONGESTION/TRANSMISSION WITH ATC CONTROLLERS THAT ARE TRYING TO HANDLE TOO MANY AIRCRAFT
ALL AIRCRAFT SHOULD HAVE LIGHTS, DAY OR NIGHT
ALL AIRPLANES SHOULD HAVE TRANSPORTERS
ALL AWS SHOULD BE PUBLISHED IN SECTIONALS AND WACKS CHART, FOR AIRPORT THERE IS NO CONTROL TOWER BUT I THINK IT SHOULD BE AVAILABE TO ALL PILOTS, VFR OR IFR.
ALL CONCERNED OVER THE SECURITY ISSUES/ACCESS AT GENERAL AVIATION AIRPORTS. PERTAINING TO INSTRUMENT PROFICIENCY - STANDARDS SHOULD BE RAISED TO A HIGHER COMPETENCY LEVEL.
ALL GENERAL AVIATION PILOTS SHOULD BE REQUIRED TO MAKE ADVISORY CALLS AT UNCONTROLLED AIRPORTS. EVERY FAR OPRATOR SHOULD GET A FLIGHT WEATHER BRIEFING BEFORE THEY MAKE A FLIGHT
ALL PLANES SHOULD REQUIRE RADIOS OR NOT ALLOWED TO FLY.
ALL THE IDLE CHATTER ON UNICOM FREQUENCIES IS TOO MUCH.
ALL THE NEW STUFF ABOUT TFR (TEMPORARY FLIGHT RESTRICTIONS) THAT ARE NOT IDENTIFIED ON CHARTS
ALL THE SECURITY SINCE 9/11
ALL THOSE HOURS WERE DONE VFR AND I AVOIDED ANY CONTACT WITH ATC UNLESS NECESSARY BECAUSE OF TRAFFIC MANAGEMENT PROBLEMS AND RESTRICTIONS IN THE ATC SYSTEM.
ALOT OF PILOTS ARE FLYING UNDER VFR ARE TAKING CHANCES WHEN FLYING AS FAR ASFLYING VFR ON TOP. IN A NON TOWER ENIVOROMENT NOT ALOT OF RADIO USAGE (CROP DUSTER) , LOW FLYING TO MUCH OF THAT GOING .
ALTITUDE CLEARANCE LIMITS...SPECIFICALLY, WHEN ATC ISSUES AN EXPECT-TO-CROSS ALTITUDE WITHIN A CLEARANCE LIMIT ALTITUDE.
ALTITUDE DEVIATION, SOME PILOTS NEED PRIORITY
ALTITUDE RESTRICTIONS COMING OUT OF SOME AIRPORTS IS RESTRICTED TO 1400 FT AND KEEP YOU IN THAT CONTROLLED ZONE, CONFLICTS WITH OTHER OTHER PLANES AT HIGHER ALTITUDE. LOT OF TRAINING BACKGROUND FOR STUDENT PILOTS IS NOT FOLLOWING THE RULES, NOT ENOUGH EX
AMATUER PILOTS, NO EXPERIENCE, DOWN WIND TAKEOFFS, BAD MANNERS DEMONSTATED BY FELLOW PILOTS, BAD PILOT WITH POOR MAINTENANCE, NEED MORE MAINTENANCE QUESTIONS, PEOPLE NEED TO RIDE WITH INSTRUCTORS.
AMOUNT OF AIRPORT CONSTRUCTION CAUSES MARKINGS FOR TAXIWAY TO BE UNCLEAR
AMOUNT OF TRAFFIC IN VFR CONDITIONS WHILE WE ARE ON IFR, WE ARE NOT CONSISTENTLY APPRISED OF TRAFFIC.
ANOTHER PILOT BEGAN TAKEOFF ROLL WHILE I WAS ATTEMPTING TO LAND AT AN AIRPLANE THAT IS NOT TOWER CONTROLLED
ANOTHER STUDENT ON HIS FIRST SOLO OVERTOOK ME IN THE PATTERN AS I WAS TURNING RIGHT TO BASE CAUSING AN ALMOST COLLISION.
ANY PROBLEMS HAND PROPPING AIRPLANES.
ANY REGISTERED AIRPLANE SHOULD HAVE A WORKING TRANSPONDER. I F A PLANE DOESN'T HAVE A TRANSPONDER IT IS A POTENTIALLY DANGEROUS SITUATION.
AOPA PUTTING UP NOTAMS WITHOUT PRIOR NOTICE. FEAR OF FLYING THROUGH WITHOUT GETTING A NOTAM IN TIME.
APPROACH CONTROLLERS SEEM TO BE OVERWORKED

GD3A	
APPROACHES TO NON-TOWERED AIRPORTS. ADEQUATELY SEPARATED FROM PLANES.	
ARE A COUPLE OF AIRPORTS ARE NOT IN THEIR JURISDICTION	
ARE THERE ANY DANGERS FROM SKYDIVERS? ANY CLOSE CALLS FROM SKYDIVERS? ARE UNCOMFORTABLE WITH THEM. I HAD TO MAKE QUICK TURNS TO AVOID THEM.	
ARE YOU AWARE OF POST 9-11 AIRSPACE RESTRICTIONS SPECIFICALLY AROUND STADIUMS - HOW SO YOU KNOW WHEN THE STADIUMS ARE IN USE	
ARE YOU VERY VISUAL, OR TRACKING TRAFFIC, WHEN WATCHING FOR OTHER AIRCRAFT DURING FLYING AND DURING APPROACH?	
AROUND CONGESTED AIRPORTS PLANES ENTERING AND EXITING MAKE THINGS PRETTY CONGESTED WHICH IS PROBABLY THE BIGGEST RISK GENERAL AVIATION HAS.	
ARRIVAL PROCEDURES INTO [AIRPORT X].	
ARRIVALS AND DEPARTURES GET RATHER COMPLEX	
AS A [AIRCRAFT TYPE A] PILOT, I SEE PROBLEMS WITH ATC NOT ABLE TO HANDLE [AIRCRAFT TYPE A]. MORE TRAINING FOR TOWER GUYS (ATC) INTERACTING WITH [AIRCRAFT TYPE A]. LESS POPULATED AREAS HAVE MORE PROBLEMS DUE TO LACK OF EXPERIENCE WITH [AIRCRAFT TYPE A].	
AS A GENERAL COMMENT, THE GENERAL FLEET OF AIRPLANES IS 21ST CENTURY TECHNOLOGY AND THE ATC SYSTEM IS FROM THE 1970'S. IT'S MORE OF AN EFFICIENCY ISSUE. THE AIRPLANES CAN DO MORE THAN THE SYSTEM CAN DO RIGHT NOW. THE US GOVERNMENT NEEDS TO BRING THE SYSTE	
ASK HOW MANY TIMES A VFR PILOT HAS GONE INTO A CONTROLLED AIR FIELD.	
ASK A FEW SECURITY QUESTIONS ABOUT AIRPORT SECURITY. IT GREATLY DIFFERS FROM AIRPORT TO AIRPORT ESPECIALLY SINCE THIS SURVEY IS ABOUT SAFETY.	
ASK ABOUT AIRCRAFT AVOIDANCE WITH ATC COLLISON	
ASK ABOUT AIRCRAFT TAKEOFF PERFORMANCE.	
ASK ABOUT FLIGHT FOLLOWING, AND HOW TIMELY WERE TRAFFIC ADVISORIES PROVIDED BY ATC? ATC IS USUALLY VERY SLOW ABOUT THEIR ADVISORIES, THEY DO NOT INFORM THE PILOTS UNTIL THE OTHER PLANES ARE PAST THEM. ATC IN [LOCATION A] IS EXTREMELY OVERLOADED.	
ASK ABOUT HAZARDOUS MATERIALS, KNOWLEDGE OF AND TRANSPORTING IT. ALSO, FLIGHT LINE SECURITY, SUCH AS SUSPICIOUS PEOPLE OR INCIDENTS.	
ASK ABOUT HOW MUCH TRAINING THE PILOT HAS HAD, HOW MANY AUTO ROTATIONS HAS HE PERFORMED, SLOPE LANDING, HAVE YOU ATTENDED ANY SAFETY SEMINARS, OR RECEIVED ANY SAFETY INSTRUCTIONS.	
ASK ABOUT REST TIME OFF; SOME PILOTS WORK VERY LONG HOURS WHICH MAY BE A BIG FACTOR IN SAFETY	
ASK ABOUT UNCOOPERATIVE CONTROLLERS, AND CONTROLLER-PILOT CONFLICT.	
ASK HOW AIRPORT WEATHER INFORMATION IS OBTAINED (REQ. GC20C), IS IT FROM FAA, AUTOMATED WEATHER SYSTEM, ETC?	
ASK HOW MANY ARE USING GPS NAVIGATIONAL SYSTEMS VERSUS TRADITIONAL GROUND BASED NAVIGATIONAL.	
ASK HOW MANY TIMES YOU HAD BEEN CLEARED BY ATC TO LAND, THEN ADVISED TO GO AROUND ON ACOUNT OF TRAFFIC ON THE LANDING RUNWAY.	
ASK IF PILOTS USE ENTERING PATTERNS AS SPECIFIED IN AIM. ALSO, ASK DO PILOTS TURN ON LANDING LIGHTS WHEN WITHIN 10 MILES OF AIRPORT.	
ASK IF YOU'RE TALKING TO A PILOT THAT IS A US CITIZEN	
ASK MORE ABOUT PILOT-TOWER COMMUNICATION	

GD3A
ASK MORE ON AIRPORT INCURSIONS.
ASK OPEN ENDED QUESTIONS
ASK PEOPLE ABOUT THEIR TRAINING - THE TRAINING I RECEIVED I THOUGHT WAS INADEQUATE. THE TRAINING WAS SUBSTANDARD. I HAD 2 DAYS OF TRAINING IN A SIMULATOR. ONLY BECAUSE I HAD TRAINING ELSEWHERE WAS I ABLE TO FLY.
ASK PEOPLE HOW THEY FEEL ABOUT UN-MANNED AIR VEHICLES.
ASK PILOTS IF THEY HAVE DIFFULTY IN COMPLYING WITH TFR'S OR IF TFR'S HAVE BEEN COMMUNICATED TO PILOTS BY THE FAA.
ASK PILOTS WHAT THEY THINK ABOUT PILOTS WHO DON'T HAVE RADIOS.
ASK QUESTIONS ABOUT QUALITY OF INSTRUCTION.
ASK QUESTIONS PERTAINING TO RESTRICTED FLIGHT AREAS
ASK SOMETHING ABOUT TFR'S AND SECURITY QUESTIONS.
ASK THE PILOTS WHAT THEY THINK ABOUT THE FAA.
ASK WHAT THEY THINK ABOUT THE SIGNAGE ON AIRPORTS. TAXIWAY AND ARROW POINTING. THE SIGNAGE VISUAL INDICATOR IS VERY POOR. THAT IS A SAFETY HAZARD ON SOME AIRPORTS. PILOTS ARE TO [MODEST] TO SAY ANTHING ABOUT IT. IT CAN BE IMPROVED.
ASK: HAVE YOU EVER FLOWN A LANDING WITH CROSS WINDS GREATER THAN 15 KNOTS. HAVE YOU EVER HAD A MALFUNCTION OR FAILURE ON AN INFLIGHT AIRPLANE AND NOT REPORTED IT.
ASKING ABOUT WHAT WOULD BE USEFUL TO HAVE ONBOARD
ASKING IF WITHIN 500 - 1000 FEET NEAR ANOTHER AIRCRAFT WOULD BE AN IMPORTANT SAFETY QUESTION.
ASKING IN FUTURE ABOUT AIRPORT MARKING ADEQUECY TO DETER RUNWAY INCURSIONS.
ASKING MORE QUESTIONS ON CONTROLLER OVERLOAD.
ASSISTANCE FROM DEVIATING FROM MOA'S AND BETTER ASSISTANCE. BETTER COMMUNICATIONS, MORE TIME WITH RADIO PEOPLE. THEY NEED TO BE MORE CONCERNED WITH TYPE OF AIRCRAFT AND SPEEDS AND CLIMBS.
AT [AIRPORT X] COULD HAVE RADAR IN CONTROL TOWER FOR SAFETY
AT SOME TOWERS THERE IS ONLY ONE CONTROLLER. IT CAN CAUSE CONFUSION AT TIMES. THE TOWER TALKS ON BOTH FREQUENCIES AT THE SAME TIME, BUT AS A PILOT, YOU'RE ONLY ON ONE OR THE OTHER. ALSO, WHEN YOU GO TO [COUNTRY A], THEY SOMETIMES SPEAK [LANGUAGE A] ON T
AT THE AIRPORT THERE IS A LOT OF FLIGHT TRAINING. HAVE TROUBLE UNDERSTANDING FOREIGN STUDENT PILOTS, MAKES ME UNEASY AND HAVE TROUBLE COMMUNICATING WITH ATC AND DO NOT KNOW THE LANDSCAPE.
AT TIMES, ATC CAN NOT APPROVE WEATHER BECAUSE OF CONGESTION.
AT UNCONTROLLED AIRPORTS THEY COULD DO MORE TO LIGHT UP RUNWAYS
ATC SHOULD BE MORE AWARE OF WEATHER CONDITIONS AND CHANGE RUNWAYS
ATC AND THE CONTROL TOWERS UNDERSTANDING THE CAPABIITIES OF THE AIRCRAFT THAT ARE ASSIGNED IN THEIR CONTROL, FOR EXAMPLE, GIVING A DESCENT THAT IS IMPOSSIBLE FOR A NORMALLY ASPIRATED AIRPLANE.
ATC ARE CLEARING [AIRPORT X] APPROACHES THAT ARE ILLEGAL SAYING THAT THE GLIDE SLOPE IS OUT. THIS IS AGAINST 711065 REGULATIONS. ATC IS BURNING OUT TIME ON THE RADIOS BY REPORTING BACK INFORMATION THAT THE PILOT JUST TOLD THEM. REPORTING HOLD SHORT ON RUN

GD3A
ATC ASKING QUESTIONS AT IMPROPER TIME, FOR EXAMPLE, TOWER ASKED ME RECENTLY ABOUT MY ALTIMETER SETTING. THIS WAS VERY DISTRACTING AND ALMOST CAUSED A GO-AROUND. THE QUESTION COULD HAVE BEEN ASKED SOONER OR AFTER LANDING.
ATC AT EVERY LEVEL FROM TOWER TO CENTER HAVE LOW KNOWLEDGE OF DEALING WITH [AIRCRAFT TYPE A] AND OR OFTEN QUITE NASTY OR RUDE TO [AIRCRAFT TYPE A] PILOTS.
ATC ATTITUDES SHOULD BE ADDRESSED, IN SOME AREAS THERE IS A LACK OF ATTENTION, ATC NOT PAYING ATTENTION, THIS IS A PROBLEM - CHECK THE ATTITUDES, NO PLACE FOR ATTITUDES
ATC BEING BUSY IN TERMINAL AREAS, ESPECIALLY IN [LOCATION A].
ATC CAN'T SEEM TO HANDLE THE VOLUME OF TRAFFIC ESPECIALLY AT BUSIER AIRPORTS LIKE [AIRPORT X].
ATC CLEARED ME TO LAND ON A 5 MILE APPROACH 3 MILES FROM THE RUNWAY. A [AIRCRAFT TYPE A] FLIES IN 4 MILES AND RECEIVED CLEAR. IN THE TIME IT TAKES TO TALK, TOWER DIDN'T SEE HIM ON THE RADAR, [AIRCRAFT TYPE A] WASN'T ON OUR FREQUENCY ON THE APPROACH, NEAR
ATC COMMUNICATION CONGESTION-ESPECIALLY IN BUSIER TERMINAL AREAS. AN AWFUL LOT OF TALKING GOING ON. CAUSES PILOTS TO MISS REQUESTS, ETC. OTHER THAN THAT, WORKS VERY WELL.
ATC COMMUNICATING ON TWO SEPARATE FREQUENCIES; UNCONTROLLED AIRPORTS WITH ONE CONTROLLING AGENCY FOR CLEARANCE AND DEPARTURE CLEARANCE AND ANOTHER AGENCY FOR IMMEDIATE AIRBORNE..IE [LOCATION A] HAS [AIRPORT A]
ATC COMMUNICATIONS WHEN GIVEN CLEARANCE WITH MULTIPLE PARTS GIVING TOO MUCH INFORMATION AT ONCE, COMMUNICATING WITH PILOTS DURING LANDING ROLL-OUTS, CONTROLLER CALLING DURING TIME CRITICAL MOMENTS, [AIRPORT X] CONTROLLERS NOT IN CONTROL, HASSLES PILOTS
ATC COMMUNICATIONS.....CONTROLLERS AT TIMES ARE TOO DIFFICULT TO UNDERSTAND DUE TO FREQUENCY TRAFFIC AND SPEAKING TO THE WRONG PILOT.
ATC CONFUSION
ATC CONFUSION NEAR THE [AIRPORT X]-AREA TRAINING ERROR.
ATC CONGESTION ON FREQUENCIES, TOO MANY PLANES ON SAME FREQUENCIES.
ATC CONGESTION, SOMETIMES IT CAN BE VERY CONGESTED.
ATC CONTROL HAVING ENOUGH CONTROL OVER THE PILOTS, ALERTS NEED TO BE CLARIFIED COURTESY FROM CONTROLLERS HAS IMPROVED
ATC CONTROL CENTER PROBLEM
ATC CONTROLLER VAGUENESS OR AMBIGUITY.
ATC CONTROLLERS ARE OVERWORKED
ATC DELAYS IN THE [LOCATION A].
ATC FREQUENCY CONGESTION PRODUCES MUCH CONFUSION; ATC VECTORS ESTABLISHED TOO CLOSE TO [AIRPORT X].
ATC HANDLING OF TRAFFIC IN HIGH DENSITY TRAFFIC AREAS. IN RESPECT TO ATC POLICY IN REGARD TO VFR FLIGHT PLANS. [LOCATION A] VFR (ATC) LETS YOU GO WHEN YOU GET WITHIN 30 MILES...WHEN IN-FLIGHT COLLISIONS ARE MORE LIKELY...SOUNDS LIKE THEY JUST DON'T WANT
ATC HAVE BETTER WEATHER RADAR. BUT SYSTEM DOES WORK GOING TO [AIRPORT X].
ATC IS GETTING LAZY RATHER THAN SAFER FLYING TECHNIQUES, TOO MUCH RELIANCE ON ATC CONTROLS.
ATC LOSING TRACK OF AIRPLANES

GD3A
ATC NEEDS A NEW COMPUTER SYSTEM
ATC OVERLOAD
ATC OVERLOAD, LACK OF EXPERIENCE OF ATC
ATC PROVIDING LAST MINUTE CHANGES IN CLEARANCE, HOLDING PATTERN INSTRUCTIONS LAST MINUTE. CLEARANCE CHANGES INAPPROPRIATE WHICH CAUSE HIGH COCKPIT WORK LOAD, DIVIDE ATTENTION OF THE CREW. CONFUSING AIRPORT SIGNAGE INDICATOR. INCONSISTANT AIRPORT AVIATION
ATC RADAR QUESTIONS SHOULD BE MORE HELPFUL TO PILOTS
ATC RADIO CONGESTION NEEDS TO BE ELABORATED ON MORE. [AIRPORT X] THE ATC FREQUENCY IS SO TERRIBLE YOU CAN NEVER GET A WORD IN. FIND OUT FROM THE PILOTS WHERE THEY ARE.
ATC RATIONALE, CLEARANCES A CERTAIN WAY, ETC. HAVE AN UNDERSTANDING OF WHAT PILOTS DO AND WHAT THEY NEED.
ATC SHOULD BE BETTER ABLE TO HANDLE AIRCRAFT WITH GPS OR SMS. IT WOULD SAVE TIME AND CAUSE LESS CONGESTION. ALSO BLOWBYS SHOULD NOT BE PERMITTED WHEN A LARGER AIRCRAFT IS GOING THROUGH A SMALLER AIRCRAFTS AIRWAY.
ATC SHOULD BE MORE COURTEOUS IN DEALING WITH PILOTS, ESPECIALLY NEW ONES.
ATC SHOULD SLOW DOWN A LITTLE BIT AND TALK SLOWER AND PRONOUNCIATE BETTER AND MORE CONTROLLERS, WHICH WOULD LESSEN THE WORK LOAD.
ATC SPEAKING TOO FAST AND HARD TO UNDERSTAND. NOT USED TO THE DIALECT IN DIFFERENT REGIONS
ATC SYSTEM APPROACH AND DEPARTURE IS SET UP FOR COMMERCIAL FLIGHT NOT FOR SINGLE PILOT OPERATION DEPARTURES SHOULD BE AT A CERTAIN ALTITUDE BEFORE ATC CONTACTS A SINGLE PILOT WITH MORE DIRECTIONS- A SINGLE PILOT IS VERY BUSY RIGHT AFTER TAKE OFF. ATC SHOU
ATC WANTS TO CALL TRAFFIC THAT IS A GREAT DISTANCE FROM YOU AND THEN THEY WILL MISS THE TRAFFIC THAT IS RIGHT IN YOUR VICINITY. WHY DO THEY DO THIS? THIS PROBLEM HAS BEEN OCCURING ABOUT 2 TIMES A YEAR OVER A [LONG TIME]. NOT SOMETHING NEW.
ATC, THEY ARE OVERWORKED AND HAVE A POOR ATTITUDE. THEY CONSTANTLY PUT PEOPLE IN DANGER. TELLING SEVERAL PLANE TO GET OUT OF THEIR AIRSPACE. ONE ATC TOLD ME THAT THEY CLOSED AND HE WAS LEAVING IN THE MIDDLE OF MY LANDING BECAUSE THEY CLOSED AT 10 PM.
ATCS HAVE BEEN LOSING FLIGHT PLANS,
ATP PILOTS SHOULD CARRY A GUN IN THE COCK PIT
ATTITUDE OF THE CONTROLLERS IS POOR SINCE 9/11
AVAILABILITY OF INFLIGHT WEATHER BRIEFINGS, NEED MORE ACCURATE WEATHER BRIEFING FROM FLIGHT SERVICE
AVOIDANCE OF POTENTIAL ICIING DUE TO PRE DISPOSED AIRCRAFT SEPARATION CORRIDORS. ESPECIALLY IN DEPARTURE CORRIDOR OUT OF [LOCATION A], OVER THE [MOUNTAINS],
AVIONIC FAILURES AND WRONG OR ERRORS IN ATC INSTRUCTION
AVOIDANCE OF MILITARY AIRCRAFT TO THE PRIVATE PILOT
AVOIDANCE OF TFR AREAS, BETTER DOCUMENTED AND CLEARER INFO
AWARENESS OF ALL CURRENT OR FIXED MAINTINEECE PROBLEMS
AWARENESS OF HIGH DENSITY AIRCRAFT IN CERTAIN AREAS.
BACKGROUND CHECKS ON PILOTS SUCH AS THOSE CONDUCTED FOR PURCHASING A HANDGUN

GD3A
BAD MIX FOR DIFFERENT AIRPLANES WITH DIFFERENT SPEEDS IN AN AIRPORT. LIKE GLIDERS, JETS, HELICOPTERS IN THE SAME AIRPORT.
BANNER TOWING
BASIC AIRCRAFT MAINTAINANCE
BEFORE 9/11 THERE WAS A LOT OF FREQUENCY CONGESTION. RUNWAY INCURSION, UNFAMILIARITY WITH SOME AIRPORTS. NEED TO UNDERSTAND THE LIMITATIONS OF CERTAIN AIRCRAFT RELATIVE TO CERTAIN AIRPORTS.
BEING ABLE TO FILE IFR WHILE IN ROUTE DIRECTLY WITH THE CONTROLLER. SHOULD BE ABLE TO DO THIS.
BEING ABLE TO STAY IN CONTACT WITH ATC WHILE EN ROUTE IS BENEFICIAL EVEN ON VFR FLIGHT
BELIEVES THE PILOTS NEED TO BE MORE AWARE OF RUNWAY AND TAXIWAY MARKINGS. INCLUDING ILS HOLD SHORT MARKINGS, ETC.
BETTER INSTRUMENT APPROACHES, BETTER EQUIPMENT AT THE AIRPORT, ASK OTHER PILOTS WHAT SERVICES OR INSTRUMENTS MIGHT PREVENT ACCIDENTS AT CERTAIN AIRPORTS.
BETTER NOTIFICATION OF THE NO-FLY ZONES THAT KEEP COMING UP FOR SPECIAL EVENTS
BETTER PICTORAILS FOR NOTAMS
BETTER RADAR AT [LOCATION A]
BETTER RADIO COMMUNICATIONS AMONG PILOTS AT UNCONTROLLED AIRPORTS...ALSO, SAFETY IMPROVEMENTS NEED TO BE MORE CLOSELY EXAMINED AT LOCAL AIRPORTS. FOR INSTANCE, A WIND SOCK WAS INSTALLED HERE IN [LOCATION A], WHERE AS WE PILOTS FEEL THAT THE OLD TETRAHEDRO
BETTER RADIO COVERAGE WITH [AIRPORT X] WITH OFF SHORE FLIGHTS. IF FAA CAN, ENCOURAGE MORE [AIRCRAFT TYPE A] REFUELING SITES OFF SHORE. MORE LUMINOUS LIGHTS FOR NIGHT LANDING. HARD TO SEE WITHOUT GETTING VERY CLOSE. LIGHTS ON PLATFORM WHITEOUT.
BETTER RADIOS WITHOUT AS MUCH CONGESTION, OR MORE CHANNELS THAT HAVE LESS INTERFERANCE, FLIGHT INSTRUCTORS HAVE A DIFFICULT TIME HEARING TRANSMISSIONS DUE TO BLOCKED COMMUNICATIONS
BETTER TRACK OF WHO IS FLYING AIRPLANES
BETTER WEATHER REPORTING
BETTER WEATHER TRAINING FOR AIR TRAFFIC CONTROLLERS. THEY ARE ACTUALLY GETTING BETTER AT THAT. THEY SEEM TO BE IMPROVING THEIR UNDERSTANDING OF WEATHER SITUATIONS.
BETTER WEATHER UPDATED INFORMATION.
BIG LACK OF WEATHER BRIEFINGS UP HERE IN [LOCATION A].
BIG PROBLEM WITH THE WEATHER [REPORTS] THE US GOVERNMENT PUTS OUT, FOR EXAMPLE, AWAS TOTALLY UNRELIABLE.
BIGGEST PROBLEM I SEE IS DELAYS, (ESTIMATED DEPARTURE CLEARANCE TIMES), DUE TO SATURATED AIRSPACE.
BIGGEST PROBLEM IS IN LARGE BUSY, CONGESTED AIRPORTS IS FOLLOWING ATC CONTROL COMMANDS WHILE ON THE GROUND
BIGGEST PROBLEM IS THE FACT THAT MANY CONTROLLERS ARE NOT PILOTS, THEREFORE DO PROVIDE YOU WITH CLEARANCES OR INSTRUCTIONS. THAT ARE NOT CONDUCTIVE TO SAFE FLYING.
BOTH RUNWAYS BEING USED AT THE SAME TIME, IN A HURRY TO GET DOWN ON THE GROUND, WHICH CAUSES TRAFFIC CONGESTION!
BRIEFINGS REGARDING WEATHER FORECASTS NEED TO BE MORE ACCURATE. AS A PILOT, I NEED ALL THE HELP I CAN GET.
BRIEFLY ABOUT RUNWAY INCURSION

GD3A
BRINGING HIGH SPEED AIRCRAFT SYSTEM DOWN, ARRIVING HIGH SPEED AIRCRAFT AND HIGH ALTITUDE AIRCRAFT DOWN FROM ALTITUDE APPROXIMATELY 250 NAUTICAL MILES FROM DESTINATION TO LOW TO MID ALTITUDE CREATES HIGH TRAFFIC AREAS AND UNSAFE.
BUSY FREQUENCY AT UNCONTROLLED AIRPORTS, TOO MANY AIRPORTS LIKE THAT ARE SHARE THESE TYPE OF FREQUENCIES.
CAN WEATHER BE DECLARED VFR BUT REALLY BE IFR. BE ABLE TO UPLINK FOR CURRENT WEATHER TO THE COCKPIT. INFLIGHT WEATHER BRIEFING NEED NOT TELL THE TOWN AND CITY WHERE WEATHER IS, NEED WEATHER INFORMATION FROM WHERE THE PILOT'S POSITION IS.
CAPSTONE SYSTEMS AND POSSIBLE CERTIFICATION OR MORE AVAILABLE USAGE
CAPABILITIES OF [AIRCRAFT TYPE A] NOT FULLY UNDERSTOOD; SYSTEM DESIGNED FOR [AIRCRAFT TYPE B].
CARBURATOR ICING
CELL PHONES, RADIO AND TV TOWERS THAT ARE UNLIT EVEN IF THEY'RE LISTED IN NOTAM INFORMATION, THEY ARE STILL NOT LIT.
CELL TOWERS - CELLULAR TELEPHONE INDUSTRY - UNLIT CELL TOWERS SPRINGING UP ALL OVER THE COUNTRYSIDE - MOST ARE 200 FEET OR LESS AND DO NOT HAVE LIGHTS AND FOR [AIRCRAFT TYPE A] THIS CAN BE DISASTROUS BECAUSE WE DO A LOT OF OFF-SITE LANDING.
CHANGE FROM 60DAY TO LONGER TIME PERIOD THE OCCASIONAL PILOTS WOULD HAVE MORE TROUBLE
CHANGES IN PROCEDURES SINCE 9/11. INTERCEPT PROCEDURES SHOULD BE MADE MORE AVAILABLE.
CHANGING RESTRICTIONS AROUND CERTAIN AREAS SUCH AS NUCLEAR POWER STATIONS-UNLESS YOU GET AN OFFICIAL BRIEFING, THEY MAY HAVE CHANGED IN THE LAST DAY OR SO.
CHECK MILITARY OPERATION AREAS ASK MORE QUESTIONS
CHECK ON BIENNIALS MORE.
CIVILIAN PILOTS VERSUS MILITARY EXERCISES. IT IS THE SYSTEM, THE INFORMATION IS NOT DISSEMINATED VERY WELL AMONG GENERAL AVIATION PILOTS.
CLARITY OF ATC INSTRUCTIONS REGARDING PILOT READBACK. BECAUSE OF CONGESTION OF PLANES IN THE AIR, NOT ENOUGH TIME FOR CLEAR READBACK. KEEP TECHNOLOGY UP TO DATE AND ADVANCED IN THE ATC MUST BE THE BEST FOR SAFETY.
CLARITY OF FLIGHT RESTRICTIONS
CLASS BRAVO AIRSPACE IN LIGHT OF VFR CONDITIONS
CLASS D AIR SPACE SURROUNDING CLASS B AIRSPACE, CAN BE GETTING CALLED BY BOTH TOWERS AT THE SAME TIME
CLASS D AIRPORTS WHERE THE ATC IS NOT CONTROLLERS ARE NOT CONTROLLING AIRSPACE PROPERLY.
CLOSE MIDAIR OCCURRENCES WITH OTHER GENERAL AVIATION AND MILITARY AIRCRAFT WHEN NOT UNDER IFR CONTROL.
CLOSE PROXIMITY TO OTHER AIRCRAFT WHILE UNDER IFR CONDITIONS.
COCKPIT COMMUNICATIONS
COCKPIT RESOURCE MANAGEMENT/CREW COORDINATION - THESE ISSUES CAN AFFECT SITUATIONS - INTERPERSONAL RELATIONSHIPS CAUSED THE FLIGHT TO BE LESS THAN IDEAL. HUMAN FACTORS PORTION IS SOMETHING NASA SHOULD BE SENSITIVE TO.
COCKPIT SECURITY, CREW REST, DISPATCH PROBLEMS, WEIGHT AND BALANCE, AND MAINTENANCE PROBLEMS.
COLLISION AT NON-TOWERED AIRPORTS AND MAKE SURVEY LONGER
COLLISION AVOIDANCE
COLLISION AVOIDANCE IN CLASS D AIRSPACE

GD3A
COLLISION AVOIDANCE IS A PROBLEM
COLLISION AVOIDANCE...EVERYONE SHOULD HAVE TAKE TCAS SYSTEMS. ALSO, FUEL QUALITY AT AIRPORTS. ALSO, THE PROLIFERATION OF NON-ENGLISH SPEAKING TRAINING PILOTS AT SOME AIRPORTS.
COLLISION ON TAXIWAY
COMMUNICATION WITH ATC SOMETIMES DON'T KNOW WHEN ATC IS TALKING TO ME. PDC WOULD HELP.
COMMON AIRPORT TRAFFIC FREQUENCY
COMMON FREQUENCIES THAT NON-CONTROLLED AIRFIELDS USE, NOT ENOUGH COMMON FREQUENCIES, YOU CANNOT ANNOUNCE YOUR DEPARTURE. 20 PEOPLE ANOUNCING LANDING OR TAKEOFF INFORMATION SIMULTANEOUSLY, PEOPLE FINALLY LAND AND TAKEOFF WITHOUT COMMUNICATING TO CONTROL T
COMMUNICATING WITH OTHER AIRCRAFT AT UNCONTROLLED AIRPORTS.
COMMUNICATION CONGESTION.
COMMUNICATION GEAR IS OUTDATED AND UNSAFE WHEN YOU CONSIDER THE AMOUNT OF FLYING THAT IS DONE ESPECIALLY IN [LOCATION A]. I THINK WE SHOULD HAVE OUR OWN LINE.
COMMUNICATION PROBLEMS AND ALTITUDE DEVIATION PROBLEMS
COMMUNICATION PROCEDURES AND TRAFFIC PROCEDURES AT NON-TOWERED AIRPORTS, AT AIRPORTS THAT CATER TO NON-POWERED GLIDERS OR THOSE PLANES WITHOUT RADIOS.
COMMUNICATION PROCEDURES NOT BEING FOLLOWED AT NON-TOWERED AIRPORTS
COMMUNICATION SATURATION BETWEEN ATC AND PILOT; GENERALLY, THIS IS AN AREA THAT REALLY NEEDS ATTENTION.
COMMUNICATION SYSTEMS THAT PROVIDE TRAFFIC INFORMATION WHEN CONTROLLERS ARE BUSY
COMMUNICATION WITH AIR TRAFFIC CONTROLLERS - TOO MUCH INFORMATION BEING GIVEN QUICKLY BEFORE BEING HANDED OFF TO THE NEXT CONTROLLER. THIS IS WHERE A LOT OF COMMUNICATION PROBLEMS ARISE. FOR EXAMPLE, WRONG HEADING, WRONG ALTITUDE AND FREQUENCIES.
COMMUNICATION WITH ATC
COMMUNICATION WITH ATC CONTROLLERS ARE OVERWORKED
COMMUNICATION WITH ATC, BIG PROBLEM
COMMUNICATIONS AND MORE FREQUENT ACCIDENTS AND WEATHER. THE FREQUENCIES ARE SO CONGESTED AT TIMES AROUND BIG CITIES.
COMMUNICATIONS AROUND NON-TOWERED AIRPORTS NEEDS TO BE BETTER. ACCURATELY REPORTING POSITIONS WHEN ACTUALLY IN THOSE POSITIONS AND NOT SOMEWHERE ELSE AT THE TIME OF REPORTING-THIS IS A BIG PROBLEM WHICH CAUSES CONFUSION. RADIOS SHOULD BE IN ALL PLANES AND
COMMUNICATIONS AT UNCONTROLLED AIRPORTS. SOME ARE EXCESSIVE AND SOME DO NOT EXIST THAT SHOULD.
COMMUNICATIONS BETWEEN CONTROLLERS AND PILOTS SHOULD BE BETTER
COMMUNICATIONS BETWEEN PILOTS AT NON-TOWERED AIRPORTS. THERE IS A LACK COMMUNICATION BETWEEN PILOTS AND POSITION REPORTS AT NON-TOWERED AIRPORTS.
COMMUNICATIONS FREQUENCIES ARE MORE CONGESTED TODAY. MAYBE THEY SHOULD HAVE FREQUENCIES SPECIFICALLY FOR HELICOPTERS.
COMMUNICATIONS ON IFR FLIGHTS, SOMETIMES TRANSMITTERS ARE NOT STRONG ENOUGH FROM THE CONTROLLERS.

GD3A
COMMUNICATIONS OUTSIDE ATC ENVIRONMENT. ADVISING TRAFFIC PATTERNS AND ADVISORIES AT NON-TOWERED AIRPORTS--BETTER TRAINING. ALSO SUPPLY BY FAA PAMPHLETS REPORTING POSITIONS AND HOW TO REPORT ENTRY INTO AIRPORTS, AND FLYING INTO NON-STANDARD AIRPORTS.
COMMUNICATIONS WITH A.T.C. IS A BIG PROBLEM.
COMMUNICATIONS WITH AIR TRAFFIC CONTROL IN A HIGH DENSITY ENVIRONMENT. CAN'T GET A WORD IN EDGE WISE SOMETIMES. NEED MORE CONTROLLERS.
COMMUNICATIONS WITH ATC ESPECIALLY VFR TRAFFIC NOT BEING IN CONTACT WITH ATC
COMMUNICATIONS WITH ATC- I CAN DEAL WITH SPEED OF TRANSMISSIONS, BUT DICTION IS NOT ALWAYS GOOD
COMPANIES UPGRADING SIC'S TO PIC'S BEFORE READY JUST BECAUSE COMPANY NEEDS PIC'S. LACK OF EDUCATED SECURITY PERSONNEL AT SECURITY GATES.
COMPLACENCY AMONG PILOTS. ALSO DUTY TIME - FATIGUE FACTOR HIGH IN IMC CONDITIONS.
COMPLIANCES
COMPLICATED AIRSPACE...TOUGH FOR VFR IN [LOCATION A]
CONCERN WITH EXPERIENCE WITH A [EVENT] I HAD IN [TIME] THE LOCAL MUNICIPALITY DID NOT HAVE EXPERIENCE WITH LONGITUDE AND LATITUDES. THEY DID NOT UNDERSTAND WHERE I WAS THE CALL (CELL PHONE) SHOULD HAVE BEEN ROUTED TO THE FAA. WITH THE GLOBAL POSITIONING
CONCERNED ABOUT APPARENT INCIDENCE OF FLYING UNDER THE INFLUENCE.
CONCERNED ABOUT FIXED WINGED PILOTS TAXIING WITHIN CLOSE PROXIMITY OF A HOVERING HELICOPTERS. HE BELIEVES FIXED WINGED PILOTS NEED MORE TRAINING ABOUT ROTOR WASH.
CONCERNED ABOUT RESTRICTED AIRSPACE OVER OPEN AIR EVENTS AND NO RESOLUTION OF THE TSA RESTRICTIONS AS OF LATELY.
CONCERNED THAT ATC ARE SIMULTANEOUSLY BROADCAST ON APPROACH, GROUND, AND TOWER. CAN'T GET CALL IN -- CHIT-CHAT ABOUT FACETS THAT I AM NOT DEALING WITH.
CONCERNED WITH TFR THEY ARE PUTTING AROUND SPORTING EVENTS
CONCERNING INTRUSIONS OR NON STANDARD PRACTICES AT NON-TOWERED AIRFIELDS. HAVE HAD INCIDENCES DURING LAST 60 DAYS WHERE OTHER PILOTS CREATED A POTENTIAL HAZARD BECAUSE THEIR POSITION WAS NOT ANNOUNCED OR THEY DID NOT FOLLOW THE STANDARD PATTERN.
CONCERNS ABOUT PILOTS CARRYING PERSONAL FIRE ARMS WHEN THEY ARE TRAVELING. I THINK THEY SHOULD BE ABLE TO.
CONCERNS ABOUT THE NOTAM REPORTING SYSTEM
CONCERNS ON TEMPORARY RESTRICTED AREAS.....
CONDENSATION OF FUEL TANK...RENTAL AIRPLANES, ARE THEY SAFE?
CONDUCT STUDIES ON HOW DIFFERENT FORMS OF AVIATION ARE CO-HABITATING AT THE SAME AIRPORT AS TO THE POTENTIAL FOR HAZARDOUS CONDITIONS.
CONDUCTING FLIGHTS IN [LOCATION A] CLASS B AIRSPACE IS VERY CONGESTED; NOT VERY PILOT FRIENDLY.
CONFLICTS BETWEEN VFR AND IFR TRAFFIC. ALSO CONGESTED TERMINAL AREAS.
CONFUSED BY REGULATIONS OF FLYING DURING SPORTING EVENTS/NOTAMS.
CONFUSING RADIO COMMUNICATIONS BY OTHER PILOTS IN GENERAL.

GD3A
CONFUSION OVER REQUIREMENTS INVOLVING CARRYING HAZMAT.
CONFUSION WITH ATIS IN [LOCATION A] WHICH CREATES CONGESTION IN COMMUNICATION.
CONGESTED RADIO FREQUENCIES. UNICOM TYPE 122.8 123.0
CONGESTED SKIES, CLUTTERED FREQUENCIES, LACK OF SECURITY
CONGESTION
CONGESTION A PROBLEM AT CERTAIN AIRPORTS...FREQUEECNY CONGESTION .
CONGESTION AREAS IN CLASS C AIRPORT SPACE
CONGESTION AT HEAVILY USED UNCONTROLLED AIRPORTS. [AIRPORT X] - LIKE TO SEE MORE AIRCRAFT REQUIRED TO HAVE T-CAS ON BOARD.
CONGESTION AT UNCONTROLLED AIRPORTS
CONGESTION AT UNCONTROLLED AIRPORTS IS A PROBLEM. SOME AIRPORTS DO NOT HAVE AIR TRAFFIC CONTROL AND ARE QUITE BUSY. SUCH AS [AIRPORT A]
CONGESTION AT VFR ALTITUDE, TOO MANY AIRPLANES AT THE SAME ALTITUDE.
CONGESTION FACTOR IN SPI SPACE
CONGESTION IN AIRPORTS THAT SHOULD HAVE CONTROL TOWERS THAT DON'T. EXAMPLE: [AIRPORT A]. [AIRPORT B] ALSO HAS THE SAME PROBLEM.
CONGESTION IN HIGH TRAFFIC AREA IN [LOCATION A] AND [LOCATION B] ARE VERY CROWDED. THIS APLIES TO IFR WAIT TIME.
CONGESTION IN HIGH VOLUME AREAS. THE IFR PILOTS FACING FREQUENCY CONGESTION AND DELAYS BECAUSE OF THE VFR PILOTS. IN THE HIGH CONGESTION AREAS, VRF PILOTS SHOULD NOT BE ALLOWED (IN A PERFECT WORLD).
CONGESTION IN RADIO FREQUENCIES AT UNCONTROLLED AIRPORTS.
CONGESTION IS A PROBLEM
CONGESTION ISSUES, TRAFFIC PROBLEMS BEFORE 10000 FEET IS BECOMING A ZOO
CONGESTION OF AIRWAYS FOR COMMUNICATIONS. NEED MORE TRAINING ON COMMUNICATIONS TO GET YES AND NO'S OUT.
CONGESTION ON THE UNICOM FREQUENCIES
CONGESTION ON UNICOM FREQUENCIES AT UNCONTROLLED AIRPORTS. A LOT OF UNCONTROLLED AIRPORTS USE THAT FREQUENCY AND THEY ARE WITHIN VHF RADIO RANGE OF EACH OTHER. THEY NEED MORE FREQUENCIES FOR UNCONTROLLED AIRPORTS.
CONGESTION ON UNICOM FREQUENCY 122.8.
CONGESTION OVER UNICOM FREQUENCIES, TO MANY ON THE SAME SYSTEM. THEY ARE CONSTANTLY OVERRIDING EACH OTHER. THEY SHOULD OPEN UP MORE FREQUENCIES.
CONSERNED THAT THERE WERE ALMOST 2 AIR COLLISIONS. TRAINING IS VERY IMPORTANT.
CONSIDER SECURITY ISSUES IN THE FUTURE
CONTINUOUSLY CHANGING NO FLY ZONES DUE TO SECURITY CONSIDERATIONS. NOT ALWAYS UP TO DATE IN NOTAMS.
CONTIUED FUNDS FOR FLIGHT SERVICE STATION
CONTOLLERS ARE SOMETIMES INCOMPETENT
CONTROL TOWER PUT UP IN A [TIME] AND PERSONS ARE NOT INFORMING PILOTS WHO FLY FOR [OPERATION].

GD3A
CONTROL TOWER RESPONSE, MORE CONCERNED WITH [AIRCRAFT TYPE A]...ALSO LACK OF EXPERIENCED PEOPLE IN CONTROL TOWER, SOMETIMES A LACK OF PROFESSIONALISM.
CONTROL TOWERS WHICH DO NOT HAVE 100% VISIBILITY ON THE AIRFIELDS.
CONTROLLER COMMUNICATIONS.
CONTROLLER PROBLEMS, HIGH DENSITY AIRWAYS.
CONTROLLER WORK LOAD
CONTROLLERS ARE DOING THINGS FOR THEIR BENEFIT RATHER THAN FOR THE PILOTS, IS THERE A COMMUNICATION GAP BETWEEN PILOTS AND CONTROLLERS, REINSTATE THE CONTACT APPROACH.
CONTROLLERS ARE NOT RESPONSIBLE FOR CORRECTING US IF WE READ BACK A CLEARANCE INCORRECTLY. THIS IS CAUSING A PROBLEM WITH COMMUNICATION.
CONTROLLERS BEING TO PROVIDE GOOD SERVICE FOR GENERAL AVIATION.
CONTROLLERS DON'T ALWAYS WARN YOU OF TRAFFIC
CONTROLLERS HAVE AN OUT BECAUSE THEY ARE NOT REQUIRED TO CORRECT AN INCORRECT READBACK CLEARANCE
CONTROLLERS PRETEND THEY DONT HEAR YOU WHEN YOU'RE REQUESTING ADVISORIES IN TERMINAL AREAS. PROBLEM WITH [AIRPORT X] AND [AIRPORT Y]. APPROACH CONTROLLERS NOT OPERATING OUT OF THAT AIRPORT. OPERATE OUT OF [AIRPORT Z]. CREATES SITUATION WHERE AIRCRAFT AR
CONTROLLERS TALK TOO FAST AND GET MAD WHEN YOU ASK THEM TO REPEAT
CONTROLLERS TALKING REALLY FAST.
CONTROLLERS TEND TO TALK TOO FAST
CONTROLLERS THAT GIVE INSTRUCTIONS LIKE PILOTS HAVE HEARD THEM A THOUSAND TIMES BEFORE BUT DON'T ALLOW YOU TO COME BACK FOR CLARIFICATION. ALSO, RUNWAY INCURSION IS A REAL PROBLEM. MORE FREQUENCIES ARE NEEDED AT THESE UNCONTROLLED AIRPORTS.
CONTROLLERS WHO ARE NOT CLEAR ENOUGH IN THEIR COMMUNICATIONS. THEY NEED TO SPEAK SLOWER AND CLEARER.
COOPERATION WITH ATC FLIGHTS BASED ON VARIOUS FLIGHT TIMES
COORDINATION ISSUES.
COULD BETTER PREDICT CONFLICTING WEATHER CONDITIONS
COULD USE GRAPHIC TFR'S.....
COWBOY PILOTS ARE A SAFETY HAZARD
CREW COORDINATION ISSUES
CREW DEVIATION FROM ESTABLISHED PROCEDURES. ALSO LACK OF WRITTEN OPERATING PROCEDURES, SPECIFICALLY THOSE IN FLIGHT.
CREW DUTY TIMES.
CREW REST ISSUES. NO REGULATIONS UNDER FAR 91 FOR DUTY TIMES AND EVEN THE REGULATIONS UNDER 121 AND 135 CAN BE TWISTED AROUND OR BENT TO FAVOR THE AIRLINES OR CORPORATIONS.
CREWMEMBER FATIGUE

GD3A
CRM - COCKPIT RESOURCE MANAGEMENT ISSUES, AND TERRAIN AWARENESS (CIFIT=CONTROLLED FLIGHT INTO TERAIN), SITUATIONAL AWARENESS RELATIVE TO TERRAIN. THIS IS A MAJOR CAUSE OF ACCIDENTS. NEED MORE QUESTIONS IN THIS AREA.
CRM.
CROP DUSTER - EVERY NEAR MISS HAS BEEN WITH THEM WITHIN 100 FEET.
CROSS WIND LANDINGS QUESTIONS WERE NOT ASKED ABOUT AND I FEEL IT SHOULD HAVE BEEN.....IN FLIGHT WEATHER INFORMATION ALSO USED IN ADDITION TO PRE FLIGHT SERVICES.....
CROWDED FREQUENCIES.
CROWDED TERMINAL AIR SPACE
CRYPTIC CONTROLLERS IN [LOCATION A], CONTROLLER NOT PAYING ATTENTION TO PILOT ABILITY TO FLLY AND CAN CAUSE SAFETY PROBLEMS
CTAS - DIGITAL CLOSE PROXIMITY WARNING SYSTEM. IT SEES THE AIRCRAFT BEFORE WE DO AND GIVES US A WARNING. THE PILOTS GENERALLY LIKE IT A LOT. CUSTOMERS ALSO PUSH PILOTS. A PROBLEM IN THE [AIRCRAFT TYPE A] IS THAT WE DO NOT HAVE A CLOSED CABIN.
CURRENT ATC SYSTEM NEEDS TO BE ADDRESSED. NOT EFFICIENT.
CURRENT PROCEDURE WITH THE TFR - INVOLVING SEVERAL SITES AROUND THE U.S. TOO RESTRICTIVE TO CONDUCT EMS OPERATIONS.
DATABASE EXPORT ARTIFACT
DATALINK INTO THE COCKPIT, DISSEMINATION OF NEXRAD IN THE COCKPIT, DIRECT ATC ROUTINGS, THE USE OF DOPLAR RADAR, BACKUP GYRO SYSTEMS TO KEEP FROM LOSING CONTROLS WHILE IN CLOUDS.
DEALING WITH ACCURACY AND WEATHER FORCASTING, I THINK THAT THE ABILITY OF ATC CONTROLLERS TO PROVIDE DETAILED WEATHER WARNINGS SHOULD BE INCREASED. THERE SHOULD BE A WAY FOR ATC TO PROVIDE WEATHER INFORMATION, SO YOU DON'T HAVE TO LEAVE FREQUENCY.
DEALING WITH FLOW CONTROL DUE TO WEATHER, IN THE LAST 6 MONTHS THE REROUTE TAKES YOU INTO THE WORST PART OF THE WEATHER.
DECOMMISSIONED OUTER MARKERS SHOULD NOT HAPPEN
DEER IN A GREAT PART OF [LOCATION A] ARE A MAJOR PROBLEM BECAUSE SMALL AIRPORTS ARE NOT FENCED PROPERLY.
DEICING EQUIPMENT AND FORECASTS, NEED BETTER ICING FORECAST INFORMATION.
DELTA CLASS AIRPORTS NEAR CHARLEE OR BRAVO AIRPORTS THATLACK INSTRUMENT APPROACHES AND/OR OVER CONGESTED. [AIRPORT A, AIRPORT B] EXAMPLES. NO INSTUMENT APPROACH IN [LOCATION].
DENSITY ALTITUDE TAKING OFF FROM AIRPORT HOT AND HIGH, NOT ENOUGH MARGINS ADDED WHEN TAKING OFF.
DESPITE TSA AND APPARENT IMPROVEMENTS IN FAR PART 121, SECURITY IS STILL LACKING.
DEVIATION FOR WEATHER MEANING AS A GENERAL RULE DURING STORMS WE CAN REQUEST TO DEVIATE, BUT SOMETIMES CONTROLLERS HAVE TROUBLE DEVIATING DUE TO OTHER TRAFFIC.
DEVOTE MORE ATTENTION TO FREQUENCY CONGESTION AND IMPROPER READ BACK OF CLEARANCES.
DID YOU ENCOUNTER PROBLEMS WITH AIRLINE TRAFFIC THAT CAUSED YOU TO DO A GO AROUND?
DID YOU NOT DO SOMETHING BECAUSE YOU FEEL LIKE YOUR JOB MAY BE IN JEOPARDY (CREWMEMBERS, ATC)?
DID YOU THINK A LACK OF A T-CAS IN A CIVLIAN AIRPLANE POSSIBLE MIDAIR ACCIDENTS.
DIDN'T ASK MUCH ABOUT SECURITY

GD3A
DIDN'T ASK QUESTIONS ABOUT PERFORMING MANEUVERS THAT ARE OUTSIDE THE CATEGORY AND CLASS OF THE AIRCRAFT FLOWN. I WOULD LIKE TO HAVE THEM TO ASK QUESTIONS ABOUT FLYING LOWER THAN FAA REGULATIONS ALLOW.
DIDN'T REALLY ASK ENOUGH QUESTIONS ABOUT THE CONTROLLERS PAYING ATTENTION TO YOUR FLIGHT.
DIFFICULT TO GET ACCURATE TFR INFORMATION.
DIFFICULT TO OBTAIN INFLIGHT WEATHER INFORMATION, DIFFICULT TO ESTABLISH CONTACT WITH THE BRIEFERS. WEATHER WATCH.
DIFFICULTY REACH AFSS UNDERSTAFFED
DISCERNING FAA OUT OF DATE NOTAMS AND WEATHER NOTAMS - RUNWAY CLOSURES WORDING SOMETIMES IS KIND OF BAD. [LOCATIN A] NOTAMS - WAY IT WAS WRITTEN BY THE FAA - CRASH RECENTLY. ISSUANCE OF ATC CLEARANCES DON'T THINK THEY CAUGHT UP WITH TECHNOLOGY. THEY G
DISSEMINATION OF TFR'S...MORE INFO
DISSEMINATION OF TFR INFORMATION IS INADEQUATE. TFR INFORMATION NEEDS TO BE ISSUED WELL IN ADVANCE AND IN GRAPHIC FORM.
DO ANY OF THE LOCATIONS I FLY INTO NOT HAVE A TOWER THAT REALLY NEEDS A TOWER.
DO SOMETHING ABOUT 141. REALIZE THAT IT IS PART OF AVIATION. LOTS OF STUCTURAL PROBLEMS WITH AIRCRAFT, [AIRCRAFT TYPE A] SHEDDING WINGS AND HAVING CRACKS. MORE QUESTIONS ON TURBULENCE FOR CROPDUSTERS. MILITARY AND AGRICULTURAL AIRCRAFT DO NOT MIX WELL.
DO YOU FLY OUT AN AIRPORT THAT NEEDS BETTER TAXIWAY OR RUNWAY MARKINGS? THIS SHOULD BE A QUESTION.
DO YOU HAVE ANY COMMUNICATION PROBLEMS IN THE OFF-SHORE ENVIRONMENT OF ATC; [LOCATION A] IN PARTICULAR; ADEQUATE RADAR COVERAGE IN ATC
DO YOU PREFER HUMAN WEATHER REPORTING OR AUTMATED
DOD IS TOO INVOLVED AND DON'T KNOW ANYTHING ABOUT FLYING. PEOPLE ARE MAKING DECISIONS ABOUT GENERAL AVIATION FLYING THAT DON'T KNOW A THING ABOUT IT.
DOES A LOT OF GOVERNMENT FLYING AND FEELS THE PILOTS ARE PUSHED TOO FAR.
DOES NOT REALLY ADDRESS PILOTS
DOES THE COMPANY YOU WORK FOR PROVIDE ADEQUATE PREFLIGHT RESOURCES?
DOING A GOOD JOB WITH GROUND INCURSIONS. PEOPLE DISREGARDING SAFETY POLICIES DURING FUELING, FOR EXAMPLE, GROUNDING, PROBLEM GETTING FLIGHT FOLLOWING FOR VFR OUT OF [LOCATION A].
DOMESTIC REDUCED VERTICAL LIMITS, THIS NEW PROGRAM NEEDS TO BE LOOKED AT REAL CLOSE AND AIRPORT SECURITY.
DON'T LIKE PRIVATIZING CONTROLLERS.
DRINKING ALCOHOL AND USE OF CONTROLLED SUBSTANCES WHILE FLYING.
DRINKING ALCOHOL. NEED TO INCREASE MINIMUM TIME FROM BOTTLE TO THROTTLE.
DRINKING: WAITING AT LEAST 8 HOURS BEFORE FLYING
DROP WEATHER ENCRYPTIONS AND USE ENGLISH.
DROPING OF V.F.R. TAFFIC AIRCRAFT JUST PRIOR OF ENTERING CONJESTED AIRSPACE DUE TO THE OF THE CONTROLLERS INABILITY TO MAKE A HAND OFF. IT WOULD BE SAFER WHEN TRAFFIC APPEARS CONVERGING TO INITIAT A VECTOR OR A CHANGE IN ALTTITUDE TO ONE OF THE AIRCRAFT R

GD3A
DURING HIGH FREQUENCY TIME OF AIR TRAFFIC, SUGGEST THEY HAVE A SEPARATE HELICOPTER FREQUENCY. SOME OF THE AWOS SYSTEMS THE FAA HAS IN PLACE COULD BE REPLACED OR UPGRADED. RESPONDENT HAS HAD REALLY GOOD SERVICE FROM AIR TRAFFIC. OVERALL VERY SATISFIED.
DURING LOW IFR, THE TERRIBLE CONGESTION IN THE [LOCATION A]
DUTY REST TIME, AND CREW MEMBERS NOT HAVING ENOUGH REST TIME FOR TRIPS.
DUTY TIME AND REST SCHEDULE
DUTY TIME FOR PART 91 CORPORATE OPERATORS. FLIGHT AND DUTY TIME.
DUTY TIME LIMITATIONS
DUTY TIME LIMITATIONS--PILOT FATIGUE. A FEW POORLY DEFINED APPROACHES LIKE AT [AIRPORT X].
DUTY TIME OF CORPORATE PILOTS. PILOTS ARE OVERWORKED, NOT ENOUGH REST.
DUTY TIME REGULATIONS
DUTY TIMES UNDER FAR PART 91
DYNAMICS OF TEMPORARY FLIGHT RESTRICTIONS.
EFFICIENCY OF AIRPORTS, FOR EXAMPLE,-GUY WAITING FOR IFR CLEARANCE HOLDING UP TRAFFIC. ALSO, POOR RADIO RANGES OF [LOCATION A] TOWERS.
ELECTRONIC EQUIPMENT
EMERGING RELATED TO FREQUENCY CONGESTION TO MUCH INFO GIVEN BACK TO ATC SAFETY ISJUE
EMPLOYER PUTTING PRESSURE ON THE PILOTS, FORCING THEM TO MAKE FLIGHTS THAT WERE NOT SAFE
ENTERING AND DEPARTING UNCONTROLLED AIRPORTS. UNCONTROLLED AIRPORTS WANT HELICOPTER PILOTS TO FLY AT THE SAME ALTITUDE THAT FIXED WINGED AIRCRAFT FLY. IT'S GENERALLY NOT A GOOD IDEA TO MIX FIXED WING AND HELICOPTER TRAFFIC.
EQUIPMENT FAILURE WHILE STILL ON THE GROUND; TEMPORARY FLIGHT RESTRICTIONS.
ESPECIALLY IN [LOCATION A], CONTROLLED AIRSPACE AROUND THE [LOCATION B]. THERE HAVE BEEN SOME INFRACTIONS. PILOTS SHOULD BE AWARE OIF THIS. ALSO, COMMUNICATION DIFFICULTIES WITH RAPID OR GARBLED SPEECH FROM ATC IN BUSY AIRSPACE ESPECIALLY [LOCATION C].
EVASIVE ACTION TO AVOID COLLISION, NEED TO ASK ABOUT FLYING VFR MORE
EVERY ONCE IN A WHILE YOU GET AN INSPECTOR IN THE OFFICE THAT GETS A LITTLE HEAVY HANDED. THAT CREATES PROBLEMS. YOU WISH YOU COULD TALK TO THEM WITHOUT THEIR BEING READY TO WRITE UP A VIOLATION.
EXAMS FOR NEW STUDENTS SHOULD REQUIRE OPERATING AIRCARFT FROM SLOW SPEEDS TO 10 OR 15 MILES PER HOUR BELOW RED LINE SPEEDS.
EXCESSIVE CONGESTION AT MAJOR AIRPORTS.
EXPAND THE AMOUNT OF TIME FROM 60 TO 120 DAYS ESPECIALLY GENERAL AVIATION.
EXPAND THE WINDOW FOR THE STUDY
EXPANDING TFR'S BRIEFINGS. FOR EXAMPLE, WANTED TO MAKE A FLIGHT TO AREA THAT WAS RESTRICTED. DID NOT GET INFORMATION FROM BRIEFING. GOT INFORMATION FROM ANOTHER SOURCE.
EXPECTING TO HEAR ABOUT NEW TECHNOLOGIES AND HOW IT IS WORKING IN PLANES, IT WOULD HAVE [BEEN] INTERESTING.
EXPERIENCE WITH THE GPS SYSTEM, THE SYSTEM IS AMAZINGLY EXCELLENT, THE GOVERNMENT NEEDS TO MAKE IT MANDATORY FOR ALL AIRCRAFT.
EXPERIENCES IN RADAR OUTAGES AND PRE-RECORDED WEATHER SOURCES AT THE AIRPORT ACCURATE.

GD3A
EXTEND THE SURVEY TIME BEYOND THE LAST 60 DAYS TO ONE YEAR
FAA IS KILLING US. OPERATION OF THE AIRPLANES IN THE AIR IS NOT THE PROBLEM. IT IS OTHER THINGS.
FAA IS NOT LISTENING TO PROFESSIONAL PILOTS ON SAFETY ISSUES.
FAA NOT REPORTING TEMPORARY FLIGHT RESTRICTIONS...MAINTENANCE ON AIRPLANES
FAA OCCASIONALLY CHANGES TRAFFIC PATTERNS AT SOME OF THESE SMALL UNCONTROLLED FIELDS--FROM LEFT TRAFFIC ON ONE RUNWAY TO RIGHT ON ANOTHER, WHICH IS CONFUSING FOR PEOPLE NOT FAMILIAR WITH THE AIRPORTS. IT'S JUST AS DANGEROUS TO CHANGE A TRAFFIC PATTERN AF
FAA POLICY ON PUBLIC USE AIRCRAFT TRAINING.
FAA RESPONSE TO INFORMATION ON TERRORIST ACTIVITIES NEEDS TO BE UPDATED AND PROCEDURES
FAA SHOULD HAVE MORE CONTROL AT NON ATC (UNCONTROLLED) AIRPORTS. I'VE BEEN CUT OFF MANY TIMES. I USE FLIGHT FOLOWING A LOT-KEEP ME SEPARATED FROM OTHER TRAFFIC.
FAA TOO BIG, NOW FAA NEEDS TO GET OUT OF THE OFFICE. AFTER SEPT 11, FAA IS TOO DIFFICULT TO TALK TO AND NOT IN CLOSE CONTACT WITH PILOTS. IN THE SEVENTIES WITH [X] PEOPLE THE OFFICE, THE FAA OFFICE WAS MORE EFFICIENT. WHILE THE FAA TODAY HAS [X] PEOPLE NO
FALUIRE TO FOLLOW POST AIR TRAFFIC PATTERNS RULE AT UNCONTROLLED AIRPORT
FAR 135 REST REQUIREMENTS ARE INADEQUATE IN THAT THE ASSUMPTIONS THAT THE CREW CAN ALWAYS REST FOR 8-9 HOURS IS NOT ALWAYS FEASIBLE.
FATIGUE ISSUES SHOULD BE ADDRESSED.....WHAT TYPE OF MEDICATIONS ARE PILOTS TAKING THAT THEY ARE NOT RECORDING
FATIGUE PROBLEM
FATIGUE, ALLOWABLE FLIGHT TIMES, HOW MANY HOURS A CORPORATE PILOT CAN FLY IN A 24 HOUR PERIOD. TOO FEW LAWS REGULATING THIS.
FATIGUE, UNDER FAR PART 91 IN TERMS OF CORPORATE AVIATION I WOULD CERTAINLY LIKE TO SEE MORE TRAINING.
FBOS THAT CUT CORNERS
FEELS THAT PILOTS SHOULD BE MORE KNOWLEDGEABLE ABOUT INFRACTIONS.
FEELS THAT PILOTS SHOULD KEY THE MICROPHONE AND LISTEN TO ATC BEFORE SPEAKING, AND BE MORE ATC-AWARE BY SIMPLY LISTENING TO FREQUENCY.
FELT THE SURVEY WAS MORE CORPORATE LIKE
FINDING OUT ABOUT THE NOTAMS FOR TEMPORARY FLIGHT RESTRICTIONS, HIGH DENSITY ALTITUDES MAKE A DIFFERENCE WHEN YOU GET TO GROUND
FLIGHT FOLLOWING AND TRAFFIC ADVISORIES, ESPECIALLY AROUND LARGE AIRPORTS
FLIGHT FOLLOWING THEY TRACK YOU, NOT FORMAL , GIVE TRAFFIC ADVISORIES WHILE YOU ARE FYING, COMMUNICATION CONGESTION AND LACK OF EFFECTIVE COMMUNICATION. THIS IS SAFETY ISSUE . AIRPORTS SHOULD SCREEN PILOTS BETTER AND SHOULD HAVE BETTER MEANS OF IDENTIFI
FLIGHT FOLLOWING, 2 TIMES I HAVE BEEN REFUSED TO HAVE FLIGHT FOLLOWING.
FLIGHT FOLLOWING. TWO OCCURRENCES WHERE I DID NOT HAVE TRAFFIC POINTED OUT DURING FLIGHT FOLLOWING, THUS HAD TO PERFORM EVASIVE ACTION TO AVOID 2 CLOSE PROXIMITIES IN LAST 2 YEARS.
FLIGHT FOLLOWING-TRAFFIC ADVISORY
FLIGHT INSTRUCTORS ARE GIVEN RESPOSIBILITIES WITHOUT ADEQUATE EXPERIENCE WHICH I CONSIDER A SAFETY HAZARD.

GD3A
FLIGHT INSTUCTORS ARE VERY POORLY TRAINED AND IT'S PRODUCING POOR PILOTS.
FLIGHT NUMBER'S ARE TOO CLOSE. THEY ARE SIMILAR, WHICH CAN POSE A PROBLEM IN DEPARTING AND LANDING.
FLIGHT OPERATIONS AT UNCONTROLLED AIRPORTS AND BY PILOT'S CHOICE THE OPTION NOT TO USE RADIO COMMUNICATIONS AT UNCONTROLLED AIRPORTS
FLIGHT RESTRICTIONS IN [LOCATION A] AIRSPACES HAVE A POTENTIAL TO CAUSE SAFETY PROBLEMS.
FLIGHT RESTRICTIONS PUBLICATIONS
FLIGHT SAFETY-THE AUTOMATION OF THE FLIGHT SERVICE SYSTEM AND THE ABILITY TO GET WEATHER INFORMATION IN A TIMELY MATTER, AND THEY NEED TO IMPROVE ON GETTING GOOD INFORMATION TO PILOTS ON TEMPORARY FLIGHT RESTRICTIONS.
FLIGHT SERVICE NEEDS EDUCATION ON HOW TO TALK ON THE PHONE. SOME ARE SHORT, RUDE AND ACT LIKE THEY ARE DOING YOU A FAVOR. THIS JUST DISCOURAGES YOU FROM GETTING THESE BRIEFINGS.
FLIGHT SERVICE PEOPLE SHOULD HAVE EXPERIENCE AS PILOTS AS WAS [MANY] YEARS AGO.
FLIGHT SERVICE, THE PROGRAM NEED BE MORE RELIABLE FROM PRIVATE SECTOR TO GOVERNMENT.
FLIGHT TRAINING - CIVILIAN - THERE ARE SOME AREAS OF WEAKNESS. INSTRUCTORS BEING TRAINED WERE RELATIVELY NEW PILOTS THEMSELVES.
FLIGHT WATCH IS WAY TO CLUDDERED WHEN THE WEATHER IS BAD. EVERYONE IS TALKING ON THE SAME FREQEUNCY.
FLIGHT WATCH RADIO COMMUNICATIONS NEED TO BE BETTER.
FLIGHT WATCH: ASK QUESTION IF PERSON FEELS CONFIDENT TO USE IT. R FEELS IT A GOOD SERVICE. AND THEY BURY A LOT OF NOTAMS AT THE BOTTOM OF DUATS. YOU HAVE TO SEARCH HARD TO FIND.
FLY OUT OF UNCONTROLLED AIRPORT AND THERE CAN BE A LOT OF TRAFFIC, AND SOME PEOPLE DON'T FOLLOW THE APPROACH PATTERN AND TRY AND MAKE A DIRECT APPROACH.
FLY UNDER PART 91, FLYING INTO [AIRPORT X] THERE IS A MAIN ROAD CROSSING THE RUNWAY. THE SOME SITUATION WHERE BIG VEHICLES ARE IN THE WAY.
FLYING ALONG THE [LOCATION A] THERE ARE SOME CENTERS THAT ARE UNFRIENDLY TO GENERAL AVIATION PILOTS, [LOCATION B], [LOCATION C], [LOCATION D].
FLYING AND TRYING TO TALK TO ATC AND THEY IGNORE YOU.
FLYING IN [LOCATION A] OWNS PLANE, RENTS ONE OUT OF THE [LOCATION B] AND HAS TO DOUBLE CHECK THE MAINTINEECE ON THE PLANE BEFORE FLYING; HAS HAD PROBLEMS BEFORE.
FLYING IN UNCONTROLLED AIRPORTS
FLYING INTO AN AREA WITH [X] LOCAL AIRPORTS WITHIN [X] MILES OF EACH OTHER WITH NO TOWER AT AIRPORT THAT HAS YOU IN SIGHT AND THEY ARE TELLING YOU WHAT TO DO. CONGESTED AREA AND COMMUNICATING WITH THEM BUT REALIZE THEY ARE MISIDENTIFYING MY PLANE. HAD ME SHO
FLYING INTO THE [LOCATION A] EXCLUSION, PILOTS SHOULD ANNOUNCE THEIR POSITION INCLUDING THE MILITARY WHEN IN THE [LOCATION G] AND [LOCATION C]. MILITARY AIRCRAFT DID NOT SELF ANNOUNCE AND CAME TOO CLOSE. SHOULD HAVE ANNOUNCED THEMSELVES.
FLYING IRF TO AN AIRPORT THAT HAS NO AIR TOWER. THE ARE NO COORDINATORS TO ASSIST PILOTS WITH THE LANDING OF VARIOUS APPORACHES.

GD3A
FLYING TIRED? NOT MONITORING THE WEATHER CLOSE ENOUGH, NOT MONITORING CEILINGS, AND HAD TROUBLE GETTING IN TO LAND. GETTING TOO FIXATED ON TRAINING AND NOT PAYING ATTENTION TO WEATHER. GOT LOW ON FUEL AND NO WHERE TO LAND. HAD TO TRAVEL TO LAND.
FLYING UNDER IFR, UNCONTROLLED FIELDS WITH VFR NEED TO BE ADDRESSED...SAFETY PROBLEM BECAUSE OF NOT BEING ABLE TO SEE.
FLYING UNDER PART 91 TO KEEP UPDATED ON TFR
FLYING WITH FLIGHT FOLLOWING THEY DROPPED THE PILOT AT THE TIME WHEN THEY WERE MOST NEEDED
FOCUS ON CONGESTION, PHYSICAL AIRCRAFT AND RADIO CONGESTION
FOR [AIRCRAFT TYPE A], GET BEHIND NIGHT VISION GOGGLE PROGRAM
FOREIGNERS THAT ARE ALSO PILOTS CAN NOT SPEAK ENGLISH TO WELL
FOREST SERVICE REQUIRES SOLO FLIGHTS, I BELIEVE THIS IS THE CAUSE OF SEVERE ACCIDENTS, I BELIEVE IT IS NOT RIGHT TO DO IF IT'S SIMPLY AN ISSUE OF MONEY.
FREE FLIGHT INFORMATION OBJECTIVE BY THE FAA...HOW IS THE SERVICE GOING...CAN NOT GET INTO [AIRPORT X] - WHY?
FREQUENCIES IN LITTLE AIRPORTS. THE SIMILAR AND USE OF SAME FREQUENCY. NEAR [LOCATION A] [FRENQUENCY] VERY CONGESTED. VERY DANGEROUS.
FREQUENCIES OF COMMUNICATIONS.
FREQUENCY BLEED-OVERS WITH ATC.
FREQUENCY CONGESTION
FREQUENCY CONGESTION
FREQUENCY CONGESTION
FREQUENCY CONGESTION
FREQUENCY CONGESTION - CAN NOT ALWAYS TALK TO CONTROLLER. REDUCE TRAFFIC OR INCREASE RADIO CAPABILITY.
FREQUENCY CONGESTION - SO MUCH AREA THAT THEY CAN'T FLY ANYMORE. ACCESSABILITY OF AIRSPACE? HAVE PILOTS HAD A PROBLEM GOING WHERE THEY NEED TO GO BECAUSE OF AIRSPACE?
FREQUENCY CONGESTION AROUND [LOCATION A] AND [LOCATION B]. THESE ARE VERY HIGH PROBLEMS IN AVIATION.
FREQUENCY CONGESTION FOR UNICOMS...THERE SHOULD BE MORE THAN A HANDFUL OF FREQUENCIES
FREQUENCY CONGESTION IN HIGH PLACES
FREQUENCY CONGESTION IN THE [LOCATION A] AND [LOCATION B] APPROACHES.
FREQUENCY CONGESTION IN THE METRO AREAS
FREQUENCY CONGESTION IS A MAJOR PROBLEM AT A LOT OF THE AIRPORTS TODAY. A MORE INDEPTH APPROACH ON THIS SUBJECT WOULD BE WARRANTED.
FREQUENCY CONGESTION IS A PROBLEM. THE OTHER IS INTEGRATION OF SMALL AIRCRAFT AND LARGE AIRCRAFT AT AIRPORTS SERVED BY JET AIRLINERS. THE ONLY OTHER ISSUE IS TEMPORARY FLIGHT RESTRICTIONS OVER BALLGAMES, ETC. THEY ARE NOT PUBLISHED OVER NOTAMS. WE HAVE
FREQUENCY CONGESTION IS BECOMING A GREATER AND GREATER PROBLEM, ESPECIALLY IN HIGH DENSITY AIRSPACES LIKE [LOCATION A], [LOCATION B], AND [LOCATION C].

GD3A
FREQUENCY CONGESTION ISSUES
FREQUENCY CONGESTION ON CTAF
FREQUENCY CONGESTION ON IFR FLIGHTS; AND ATC INSTRUCTIONS VERSUS TCAS ADVISORIES.
FREQUENCY CONGESTION ON UNICOMS. ONLY ONE FREQUENCY IS BEING USED. THE RESULT IS TOO MUCH CONGESTION. NEED MORE FREQUENCIES. NUMBER OF RECOMMENDED CALLS IS TOO HIGH. IT CAUSES INSTRUCTORS TO TURN RADIO DOWN AND THEN THEY FORGET TO TURN THEM BACK UP.
FREQUENCY CONGESTION THEY TALKING ABOUT BRING EUROPEAN ,WEEKEND IS MORE CONGESTION IF WE GET MORE FREQUENCY WILL GET MORE ACCURATE
FREQUENCY CONGESTION WHEN TRYING TO ENTER CLASS-B AIR SPACE IN [AIRPORT X].
FREQUENCY CONGESTION WITH [AIRLINE A] GOING IN AND OUT OF [LOCATION A]. ON A HANDOFF THE WRONG FREQUENCY IS GIVEN. A NUMBER OF CONTROLLERS BECOME AGITATED IF YOU ASK FOR INFORMATION AFTER INITIAL TRANSMISSION.
FREQUENCY CONGESTION, GROUND HANDLING - AIRCRAFT CROSSING RUNWAYS AND TAXIWAYS, MORE TERMINAL RADAR AT AIRPORTS - SO BUSY, BUT THEY DO NOT HAVE IT.
FREQUENCY CONGESTION, NEEDS TO BE ADDRESSED MORE
FREQUENCY CONGESTION, RUNWAY INCURSIONS, NOTAMS INFORMATION, INADEQUATE ATC
FREQUENCY CONGESTION, TRYING TO OBTAIN WEATHER FROM FLIGHT WATCH.
FREQUENCY CONGESTION. UNICOM A LOT OF FREQUENCY CONGESTION, WEATHER INFORMATION IN THE COCKPIT WILL BE NICE WHEN FLYING IFR
FREQUENCY CONGESTION. THERE SHOULD BE A SEPARATE FREQUENCY FOR HELICOPTERS.
FREQUENCY CONGESTIONS ASK WHERE AND WHEN IT IS HAPPENING
FREQUENCY/ CONTROLLERS CAN HEAR EVERYBODY BUT OTHER PILOTS CANT HEAR EACH OTHER. GROUND COMMUNICATION WITH A.T.C..
FSS MORE ARE NEEDED IN THE INDUSTRY
FUEL AVAILABILITY IN SMALL AIRPORTS
FUEL CONTAMINATION WITH WATER IS SOMETIMES A PROBLEM.
FUEL PUMP, NEED TO MAKE SURE IT IS SWITCHED ON .
FUEL SAMPLINGS NOT CLEAR AS TO WHAT TODO WITH DISPOSED FUEL NOT SAFELY DONE
FUEL SLOSHING IN UNFAVORABLE ALTITUDE CONDITIONS
FUEL STARVATION PROBLEMS/RESERVE FUEL CAPACITIES...ALSO MISSED OR INTERCEPTED RADIO TRANSMISSIONS.
GENERAL AVIATION MAINTENANCE - THE PROBLEM IS WITH INTERPRETATION OF GENERAL AVIATION MAINTENANCE. MAINTENANCE NOT IN LOG BOOKS, ACCIDENTS NOT IN LOG BOOKS. A LACK OF GOOD WORKMANSHIP BY IA'S AND AP'S.
GENERAL AVIATION NEEDS TO HAVE MORE KNOWLEDGE AND DISPLAY IN PERFORMANCE, NEEDS TO BE MORE INVOLVEMENT IN TESTING AND MORE STRUCTURE IN BIENNIAL TESTING. CALL SIGNS SHOULD BE MORE REFLECTIVE OF THE PILOTS ABILITY THEREFORE MORE ATTENTION CAN BE DIVERTED A
GENERAL AVIATION NOT KNOWING THE RULES AND ABIDING BY THE RULES OF THE AIRSPACE SYSTEM. NAS.

GD3A
GENERAL AVIATION PILOTS ARE OVERLY DEPENDENT ON RADIOS AND THEY ARE NOT USING "SEE AND AVOID" PROCEDURES. PILOTS ARE JUST ASSUMING THAT NO ONE ELSE IS THERE.
GENERAL AVIATION USER FEES
GENERAL TRAINING ISSUES. THE TRAINING IS NOT AS EXTENSIVE AS NEEDS TO BE REQUIRED.
GEOGRAPHICAL AREA IN WHICH YOU FLY WOULD ALTER THE SURVEY
GIVEN OUR CURRENT FLIGHT ENVIRONMENT, I THINK THE NOTAMS THAT ARE ISSUED BECAUSE OF 9/11, THEY'RE ISSUED TOO LATE AND PILOTS ARE EXPECTED TO RESPOND TOO QUICKLY AND THAT CAUSES A SAFETY PROBLEM DUE TO THE DISTRACTION.
GLAD TO SEE A NEW CHART SHOWING RESTRICTED FLIGHT AREAS WHERE I CAN NOT FLY. I GOT SUBSCRIPTION FROM [LOCATION A] TCA. INVESTIGATE KNOWLEGE OF HOW TO USE GPS. ALSO VOR AND LORAN.
GLIDER FLIGHTS WAIVER WINDOW PERMITTED OVER 18,000 FEET..
GLIDER PORT IS LOCATED IN [REGION] - A HUGE [TYPE OF] OPERATION THERE - EVEN THOUGH THEY ARE OPERATING WITHIN THE FARS - THERE HAVE BEEN TOO MANY NEAR ENCOUNTERS WITH BIG JETS - I AM SURE THAT OTHER PILOTS FEEL THE SAME WAY, APPROXI
GO BACK TO HAVE THE WEATHER REPORTING IN ENGLISH THAN EUROPEAN, LOCAL FLIGHT SERVICE STATION BEING CLOSED IS NOT HANDY. IN GENERAL I THINK THE NEW RULES MEAN NOTHING, IS A WASTE OF TIME AND MONEY.
GO BEYOND 60 DAYS, FOR EXAMPLE, IN THE LAST 6 MONTHS THERE ARE MANY THINGS THAT HAVE HAPPENED BUT NONE OF THEM IN THE LAST 60 DAYS. ALSO NON-CONTROLLED AIRPORTS AND HOW BUSY THEY ARE AND CAN BE, BUT PILOTS SOMETIMES DO NOT COMMUNICATE. ALSO, ASK HOW OFTE
GOING FROM ONE DESTINATION TO ANOTHER, EVERYONE IS ON THE SAME ALTITUDE AS FAR AS VFR FLYING WHICH SCARES ME BECAUSE OF POSSIBLE ACCIDENTS.
GOOD COMMUNICATION WITH PILOTS AND CONTROLLERS
GOOD SYSTEM, BUT AVOIDS SMALL AIRPORTS THAT WE FLY INTO THAT FALL OUTSIDE OF ACCURATE WEATHER REPORTING CAPABILITIES THAT EXIST. POSSIBLE TO BE SHOOTING AN APPROACH THAT HAS NON-CURRENT OR INACCURATE WEATHER REPORTING CAPABILITIES AT NUMEROUS AIRPORTS AT
GPS DON'T ALWAYS RECORD EVERYTHING THAT THE FAA RECORD, ASK ABOUT THAT SUBJECT.
GPS EDUCATION
GPS OUTAGES NEED TO BE ADDRESSED OR AT LEAST SURVEYED.
GPS PART OF REGULAR EQUIPMENT
GPS PROCEDURES
GPS SYSTEMS DATA BASES ARE SOMETIMES OUT OF DATE.
GROUND CONTROL WHILE TAXIING ON THE GROUND
GROUND INCURSIONS
GROUND MARKINGS - YOU CAN'T SEE THEM AT NIGHT
GROUND MARKINGS, I SHOULD BE ABLE TO UNDERSTAND THEIR MEANINGS SUCH AS PAINTED LINES, HARD TO SEE THEM ON TAXIWAYS.
GROUND TAXIING AT THE AIRPORTS- AWARENESS OF PROPER SIGNS. BOTH PILOTS AND ATC

GD3A
GROWTH OF AIRPORTS, AN INCREASE IN COMMERCIAL TRAFFIC HAS CAUSED PROBLEMS OF IDENTIFYING AREAS THAT ARE NO LONGER USED BY GENERAL AVIATION. BELIEVES THERE SHOULD BE A BETTER SYSTEM FOR THE FAA TO COMMUNICATE WITH GENERAL AVIATION PILOTS.
GUNS IN THE COCKPIT
HAD 2 BAD EXPERIENCES WITH MILITARY PLANES. MILITARY PILOTS LIKE TO FOOL AROUND WITH PILOTS IN SMALL PLANES. THE MAPS SHOULD BE BETTER. RESPONDENT DOES NOT HAVE A RADIO IN AIRCRAFT AND MUST RELY ON MAPS BECAUSE USING DEAD RECKONING. NOTED THAT PILOTS HARD TO KEEP TRACK OF INCURSIONS AT UN-TOWERED AIRPORTS. SECURITY ON GENERAL AVIATION AIRPORTS.
HAVE INEXPERIENCED CONTROL VECTORED INTO ANOTHER AIRCRAFT.
HAVE OCCASIONAL CONTACT WITH MILITARY CRAFT-CLOSE CALLS ON LOW LEVEL FLIGHTS EVEN AROUND CIVILIAN AIRPORTS AT HIGH SPEEDS. NOT GOOD COORDINATION BETWEEN MILITARY AND CIVILIAN. WOULD BE NICE TO CALL ONE TELEPHONE NUMBER AND TELL ATC OR HOMELAND SECURITY
HAVE QUESTIONS ABOUT HOW THEY FEEL ABOUT ATC
HAVE YOU EVER EXPERIENCED OTHER PILOTS HAVING COMMUNICATION, SAFETY PROBLEMS, COMMUNICATION PROBLEMS.
HAVE YOU FILED A NASA REPORT IN THE LAST 60 DAYS OR EVER? NO FEED BACK OR COMMENTS ON SURVEY.
HAVE YOU HAD TROUBLE GETTING TROUBLE GETTING WEATHER DUE TO THE LACK OF WEATHER OBSERVERS GETTING AWOS.
HE HAS FLOWN [MANY YEARS] - HOWEVER THE LAST 60 DAYS WERE UNEVENTFUL WHEREAS IF THE 60 DAYS HAD BEEN A LONGER TIME PERIOD, THE ANSWERS WOULD HAVE BEEN SOMEWHAT DIFFERENT. CONSIDER AN ONLINE SURVEY.
HEALTH ISSUES AND PILOTS PROFICIENCY ISSUES QUALIFICATIONS CAPABILITY ISSUES WER NOT DISCUSSED AT ALL .
HEAVY TRAFFIC IN MIDAIR IS A PROBLEM.
HEIGHT OF OBSTRUCTIONS WHILE FLYING, A TOWER WAS MARKED AT 1300 FEET BUT WAS 1400 FEET, ALSO, UNLIGHTED TOWERS WITH LIGHTS NOT WORKING WAS REPORTED AND NOTHING WAS DONE ABOUT IT IN [LOCATION A]. THERE ALSO NEEDS TO BE A LOT MORE QUALIFIED MECHANICS.
HELICOPTER TAKING OFF WITHOUT RADIO CONTACT
HELICOPTERS HITTING OR ALMOST HITTING POWERLINES. ON YOUR LAST BI-ANNUAL FLIGHT REVIEW, DID YOU FEEL INSTRUCTORS DID A GOOD JOB IN PERFORMING THAT MANUAL FLIGHT REVIEW.
HIGH SPEED AND LOW SPEED TRAFFIC
HOW YOU'RE TREATED WHEN YOU COME INTO THE AIRPORTS AS A [AIRCRAFT TYPE A] PILOT. YOU ALSO NEED TO BE ABLE TO LAND ON TAXIWAYS AS OPPOSED TO RAMPS WHEN YOU'RE FLYING LARGER [AIRCRAFT TYPE A].
HOW DO YOU FEEL ABOUT YOUR FLIGHT INSTRUCTOR? (FOR STUDENTS) DO YOU THINK THEY'RE INVESTED IN YOU AS A PILOT OR ARE THEY JUST IN IT FOR THE HOURS. LEVEL OF PROFESSIONALISM.
HOW HARD IS IT TO FOUND YOUR PORTABLE TERMINAL AREA.
HOW HELICOPTERS ARE HANDLED IN RELATION TO PLANES
HOW MANY GOOD MEDICAL CERTIFICATE LEGAL AND NON LEGAL
HOW MANY OPERATIONS ARE CONDUCTED IN A NON-RADAR ENVIRONMENT, IF SO, HOW MANY DIFFICULTIES OR PROBLEMS ARE ASSOCIATED WITH IT, ALSO DELAYS INVOLVED IN NON-RADAR ENVIRONMENTS
HOW MANY PEOPLE ARE ATTENDING THE SAFETY SEMINARS.....WHAT IS THE ACCIDENT RATE.....

GD3A
HOW MANY PILOTS ARE INADVERTENTLY ENTERING TFR, SOME PILOTS ARE NOT FOLLOWING THEM.
HOW MANY SAFETY SEMINARS HAVE YOU ATTENDED IN THE PAST 60 DAYS.
HOW MANY TIMES A PILOT HAD PROBLEMS WITH ATC OR CONTROL TOWER PERSONNEL, OR SOMETHING THAT CONTROL TOWER TOLD YOU TO DO THAT WASN'T VERY SAFE
HOW MANY TIMES CAN YOU GET CLOSER THAN 500FT DURING FLIGHT.
HOW MANY TIMES HAVE PEOPLE DIVERTED MORE THAN 50 MILES FROM THEIR FLIGHT PLAN IN ORDER TO CIRCUMVENT WEATHER? HOW MANY TIMES HAVE ATC'S REFUSED HANDOFF FROM ANOTHER CENTER?
HOW MANY TIMES HAVE YOU BEEN ABLE TO RECIEVE AN ATC CLEARANCE ON THE GROUND VIA RADIO?
HOW MANY TIMES HAVE YOU BEEN DENIED BY VFR FLIGHT FOLLOWING BY ATC ARE TOO BUSY.
HOW MANY TIMES HAVE YOU BEEN IN ICING CONDITIONS THAT THE RESPONCE FROM ATC WAS NOT QUICK.
HOW MANY TIMES THE SAFETY ITEMS HAPPENED IN THE LAST 60 DAYS AND HOW MANY TIMES THEY HAPPENED PREVIOUS TO THAT TIME PERIOD (TOTAL FLYING EXPERIENCE).
HOW MANY TIMES UNABLE TO GO DUE TO WEATHER, SEVERAL TIMES GROUNDED DUE TO POOR WEATHER, NOT IFR.
HOW MANY TIMES WERE YOU ASKED FOR TRAFFIC ADVISORIES (FLIGHT FOLLOWINGS) WHILE YOU ARE A VFR PILOT AND DENIED ACCESS. NEED MORE CONTROLLERS IN HIGH VOLLUME AREAS. FOR EXAMPLE, [LOCATION] CENTER.
HOW MANY TIMES WHEN TAXIING AT FOREIGN AIRPORTS DID THEY ENCOUNTER CONFUSION IN TAXIING RULES.
HOW MUCH INFORMATION TO THE CONTROLLER, ALSO, WOULD LIKE THE CHECK AREAS HAVE THE MAP DIAGRAM.
HOW MUCH REST DO CREW PILOTS GET BETWEEN DUTY DAYS?
HOW OFTEN ARE PEOPLE BREAKING THE TEMPRARY FLIGHT RESTRICTIONS
HOW OFTEN DID YOU FLY AFTER TAKING ASPRIN OR ANY FAA APPROVED OR UNAPPROVED DRUG, HOW OFTEN DID YOU FLY WHEN YOU WERE FEELING NOT UP TO SNUFF.
HOW OFTEN DO PILOT COMPANIES REQUIRE THEM TO BE TRAINED. WHAT KIND OF TRAINING PILOTS HAVE HAD. DO THEY HAVE INSTRUMENT TRAINING. PILOTS OF [AIRCRAFT TYPE A] ARE REQUIRED TO HAVE A LOT OF TRAINING.
HOW OFTEN DO YOU EXPERIENCE NEAR MISSES AFTER FREQUENCY CHANGES FROM A CONTROLLED AREA?
HOW OFTEN DOES AN INSTRUMENT PILOT FIND HIMSELF FLYING IN INSTRUMENT CONDITIONS AND IS UNCERTAIN ABOUT THE WEATHER THAT LIES AHEAD OF HIM. WHATS AHEAD? HOW OFTEN DO OTHER PEOPLE EXPERIENCE THIS?
HOW OFTEN THERE ARE COMMUNICATIONS DELAYS OR CONFUSION WITH CONTROLLERS OPERATING MORE THAN ONE FREQUENCY AT A TIME.
HOW OFTEN YOUR FLIGHT IS CONDUCTED WITHIN A CLOSE PROXIMITY OF RESTRICTED SPACE
HOW PILOTS PRE-FLIGHT THEIR AIRCRAFT
HOW RECENT WOULD YOUR RECURRENT TRAINING BE, IF ANY?
HOW UNDERSTANDABLE ARE ATC'S
I AM A VFR PILOT WHEN WE USE FLIGHT FOLLOWING, THE CONTROLLERS MISS CALLING OUT CONSIDERABLE TRAFFIC, SO THERE IS A FALSE SENSE OF SECURITY ON FLIGHT FOLLOWING IN MY OPINION.

GD3A
I AM CONCERNED ABOUT THE LENGTH OF DUTY DAYS AND THE STANDARDS USED TO DEFINE THOSE DAYS. FAA DID NOT PUT OUT A TIMELY NOTICE REGARDING THE NEW REGULATIONS PERTAINING TO PHOTO IDENTIFICATION. HEARD ABOUT REGULATIONS FROM ANOTHER SOURCE.
I AM CURIOUS AS TO WHY TIME FRAME IS ONLY 60 DAYS. SUGGEST YOU INCREASE TIME FRAME.
I AM SEEING A SURPRISING # OF RADAR SITES OUT OF SERVICE. MOST RECENTLY BETWEEN [LOCATION A] AND [LOCATION B]. SEEMS TO BE A TREND ALL OVER. NEEDS MORE MONEY PUT IN INFRASTRUCTURE.
I DO NOT THINK THE AIR TRAFFIC CONTROL SYSTEM SHOULD BE PRIVATIZED.
I DON'T LIKE THE WAY ATC OPERATES. EXAMPLE: AEROBATIC BOX WAVERED AIRSPACE IS NOT RESTRICTED. STILL FLYING VFR. WE ARE TOLD BY AIR TRAFFIC CONTROLLED THAT THEY DON'T CARE ANYTHING ABOUT US, EVEN THOUGH WE HAVE TO ACTIVATE THE BOX THROUGH THEM. THE WHOLE O
I DONT THINK GENERAL AVIATION AIRCRAFT MAINTENANCE IS MONITORED CLOSE ENOUGH.
I DON'T THINK THE SURVEY IS ACCURATE, MEANING THAT THE INFORMATION YOU COLLECTED FROM WAS SPECIFIACLLY IN A TYPE OF FLYING I DO ,THE QUESTIONS WERE AMBIGUOUS.
I FEEL THAT BIENNIAL OR FLIGHT REVIEWS SHOULD BE CONDUCTED BY FAA DESIGNEES.
I FLY FOR A LIVING. I DO THIS ALL THE TIME. TO STAY REALLY CURRENT YOU NEED TO DO THIS A LOT. CAN'T TEACH EXPERIENCE. PART-TIME FLYING WON'T DO IT TO KEEP FLYING SAFE.
I FLY RENTAL AIRCRAFT AND IT IS DIFFICULT TO STAY CURRENT ON THE NAVIGATIONAL EQUIPMENT. GPS. EACH AIRCRAFT MAY HAVE DIFFERENT MAKES OF GPS.
I GET CONCERNED ABOUT THE REGENCY OF EXPERIENCE. I'M NOT REALLY CONFIDENT.
I HAD THE EXPERIENCE OF BEING UNABLE TO COMMUNICATE WITH ATC AT AN AIRPORT WHEN I WAS ON AN INSTRUMENT APPROACH. I COULD HEAR THEM BUT THEY COULD NOT HEAR ME AND I HAD TO MAKE ALL COMMUNICATION ON LANDING THROUGH ANOTHER PILOT.
I HAVE A QUESTION BECAUSE THEY HAVE A SPECIAL NOTAMS THAT IS ISSUED AND THEY ARE NOT CLEAR IN THE AREAS THAT THEY ARE COVERING.
I HAVE AN [ETHNIC] NAME, THERE SHOULD BE SOME WAY TO SEPARATE US FROM THE ARABS TO MAKE THE SKIES FRIENDLY AGAIN.
I HAVE CALLED FLIGHT WATCH MANY TIMES AND NOBODY ANSWERED. FLYING FROM [LOCATION A] INTO [LOCATION B] OR [LOCATION C] CALLED SEVERAL TIMES AND GOT NO RESPONSE.
I HAVE MUCH EXPERIENCE UNDER FAR PART 121, HOWEVER, YOU GAVE ME FAR PART 91 SURVEY. I WOULD RATHER HAVE ANSWERED UNDER FAR PART 121. RUNWAY ENCUREMENT. GROUND CONTROL NEEDS TO GIVE PILOT'S MORE LEADWAY, DUE TO FREQUENCIES BEING SO JAMMED UP. SAFETY ON THE
I HAVE REAL CONCERNS ABOUT ISSUES THAT ARE FAR, FAR DEEPER THAN THIS SURVEY IS CAPABLE OF DEALING WITH. I FEEL OTHER ORGANIZATIONS ARE BETTER EQUIPPED TO DEAL WITH SAFETY ISSUES. I FOUND ALL OF THE SURVEY QUESTIONS TO BE AMBIGUOUS AND A TOTAL WASTE OF MY
I HAVE SOME CONCERNS ABOUT PROFICIENCY OF CONTROLS, ESPECIALLY AT CONTRACT TOWERS, [LOCATION A] FOR EXAMPLE.
I JUST WONDER ABOUT HOW MANY PLANES HAVE RUN INTO THOSE DRUG BALLOONS OR THE CABLES. SOMETIMES THEY MAY NOT BE CHARTED UNTIL SIX MONTHS AFTER THEY ARE INSTALLED. THERE ARE ALSO PROBLEMS WITH FREQUENCY CONGESTION ESPECIALLY WHEN YOU ENCOUNTER INEXPERIE
I SUGGEST PEOPLE DON'T TAKE OFF WHEN THEY KNOW THEY ARE OVERWEIGHT. CENTER OF GRAVITY CALCULATIONS.

GD3A
I THINK A LOT OF INSTRUCTORS DON'T TEACH THE CORRECT PHRASEOLOGY OR HOW TO LISTEN TO THE FREQUENCY. PILOTS DON'T KNOW HOW TO ASK WHAT THEY WANT TO DO AND THEY'RE WALKING ALL OVER EACH OTHER IN THEIR TRANSMISSIONS. INSTRUCTORS ARE LICENSING PILOTS WHO HAV
I THINK AIR TRAFFIC CONTROLLERS SHOULD COMMUNICATE BETTER WITH THE PILOTS, I THINK THIS BECOMES A SAFETY ISSUE.
I THINK CURRENCY OF PEOPLE IS MY BIGGEST CONCERN - IS 3 TAKE-OFFS AND LANDINGS EVERY 90 DAYS SUFFICIENT?
I THINK EVERYBODY SHOULD BE REQUIRED TO HAVE A TRANSPONDER AND SQUAWK VFR.
I THINK MY EXPERIENCE AS IFR PILOT WAS REALLY COMMUNICATION PROBLEMS AND A FACT THE PERSON GIVING IFR INSTRUCTIONS WAS AT LOCATION HE COULD NOT SEE. I GOT INTO THUNDERSTORMS BY APPROACH CONTROL. SEVERAL YEARS AGO.
I THINK THAT GRAPHICAL DATA TRANSMISSIONS IN REGARDS TO WEATHER RADAR SHOULD BE PAID FOR BY THEM SO THAT THE PILOTS CAN ACCESS IT DIRECTLY FROM THEIR PLANES. IF THE INFORMATION IS SENT DIRECTLY TO YOUR AIRPLANE IT CAN TAKE OUT THE GUESSWORK. I HAVE BEEN
I THINK THAT HELICOPTER OPERATIONS UNDER 135 SHOULD BE ACCOMPLISHED WITH TWIN ENGINE AIRCRAFT. DUE TO SAFETY ISSUE IN CASE 1 ENGINE IS LOST. WOULD ALLOW PILOT TO FIND PLACE TO LAND.
I THINK THAT SOME INSTANCE WHERE PEOPLE FLY WITH HAND HELD RADIOS IS NOT A GOOD IDEA BECAUSE THEY CAN NOT COMMUNICATE PROPERLY.
I THINK THAT THE FAA TOPS REPORTS ARE A MAJOR SHORTCOMING. THEY CAN BE INACCURATE OR INCOMPLETE. IF EVERYBODY UP WHO IS A GENERAL AVIATION PILOT THERE WAS GIVNG PILOT REPORTS, THE WHOLE NETWORK WOULD GET CLOGGED UP. IF THE TOWER WOULD ASK FOR THE TOP REPO
I THINK THAT THERE SHOULD BE MORE EMPHASIS ON INSTRUMENT TRAINING. NOT ENOUGH INSTRUMENT TRAINING TO ACQUIRE A PRIVATE PILOT CERTIFICATE.
I THINK THAT WE DO NOT HAVE ENOUGH TECHNICIANS WE ARE IN TROUBLE WITH MAINTENANCE OTHER. THAN THAT I THINK IT IS A GOOD SYSTEM.
I THINK THE DENSITY OF ATC, HIGH VOLUME AREAS ARE VERY HIGH, AND OTHER AREAS VERY LOW. ALSO, MORE ADVISORY CIRCULARS ON UNCONTROLLED FIELDS.
I THINK THE STUDENTS AND THE FLIGHT INSTRUCTORS NEED TO BE A LITTLE MORE OBSERVANT AT THE LOCATION I WAS AT, [AIRPORT X]. TRAINING ARABS HERE AT THIS FACILITY. AT MOST AIRPORTS GENERAL AVIATION PILOTS ARE NOT REAL TOLERANT OF [OPERATION TYPE] PILOTS AT NON-CO
I THINK THE STUDENTS ARE NOT GETTING ENOUGH TRAINING ON CROSS COUNTRY WEATHER AND THE IDEOSECRISES OF THE AIRCRAFT ITSELF BY GETTING INTO A STATE OF APATHY AND GETTING INTO TROUBLE.
I THINK THEY NEED TO LOOK INTO THE LANGUAGE BARRIER PROBLEM ON THE RADIO. I HEAR ALOT OF FOREIGN STUDENTS ON THE RADIO - THEY ARE SUPPOSED TO READ, SPEAK, AND WRITE THE ENGLISH LANGUAGE BUT THEY DON'T.
I THINK VFR FLIGHT PLAN SIMILAR TO IFR FLIGHT PLAN, SO THAT ATC WOULD HAVE TOO KEEP TRACK OF THE FLIGHT. ALSO WOULD INCREASE SECURITY BECAUSE ATC WOULD KNOW WHERE YOU'RE AT.
I THINK VFR PILOTS AT UNCONTROLLED FIELDS NEED TO SPEND MORE TIME ANNOUNCING THEIR INTENTIONS AND POSITIONS.
I THINK WE SHOULD FIND OUT HOW MANY GENERAL AVIATION PEOPLE ARE USING GPS VERSUS VOR INDICATORS.
I USE VFR FOLLOWING IN INSTRUMENT SYSTEM WITH ATC. THERE ARE MANY FREQUENCY CHANGES ON MANY FLIGHTS. THEY MAY CHANGE 4 TO 5 TIMES IN 30 MILES -- [LOCATION A]. ADDS A WORK LOAD TO PILOT INSTESAD OF LOOKING OUT FOR OTHER THINGS. THEY ARE JUST UPPING THE

GD3A
I WISH MORE PEOPLE WOULD USE RADAR SERVICE/FLIGHT FOLLOWING
I WONDER HOW MANY PILOTS HAVE DIFFICULTY UNDERSTANDING CONTROLLERS. THEY TALK SO FAST I THINK THAT MANY GENERAL AVIATION PILOTS HAVE DIFFICULTY UNDERSTANDING THEM
I WOULD CREATE A CATEGORY THAT APPLIED TO PILOTS FINDING OUT HOW THE MAINTENANCE IS DONE AND WHO IS DOING THE MAINTENANCE OF THE PLANES. I WOULD LIKE THE CONFIGURATION OF HOW THAT LOOKS IN THE PILOT POPULATION.
I WOULD INCOURAGE TO ASK WHAT CAN BE DONE TO PREVENT NEAR MISSES OR OCCURRENCE IN THE INSTANCE THAT HAPPENS, RECOMMENDATIONS ON CAUSE AND HOW TO PREVENT IN FUTURE. FOLLOW UP QUESTIONS WOULD BE NICE.
I WOULD LIKE TO HAVE STUDENTS VISIT OPERATING TOWER TO BETTER UNDERSTAND THE WAY THE TOWER WORKS. THEY WOULD UNDERSTAND THE DUTY OF THE CONTROLLER. CONTROLLERS ARE NOT PILOTS. THIS WOULD FREE UP SOME RADIO TIME.
I WOULD LIKE TO SEE MILITARY OPERATIONS OUT OF OUR GENERAL AVIATION AREAS AND COMMERCIAL AIRCRAFT. HAD F16 FLY OVER OUR AIRPORT AT 1500 FEET.
I WOULD LIKE TO SEE SOME CLARIFICATION ON WEIGHT LIMITS FOR HELIPORTS. THE ADVISORY CIRCULAR DEALING WITH HELIPORT CONSTRUCTION IS UNCLEAR AS TO THE MEANING OF THE WEIGHT LIMIT INDICATION ON THE HELIPORT. THE QUESTION I CAN'T GET ANSWERED IS IS THE WEIGHT
I WOULD PUT THE TRANSITION FROM CONVENTIONAL NAVIGATION TO GPS NAVIGATION. BECAUSE IT PLACES A LOT OF DEMAND ON EXPENSIVE EQUIPMENT IN SMALL AIRPLANES. ALSO, I THINK THE FAA IS DOING A GOOD JOB.
I WOULD SAY, ESPECIALLY UP [LOCATION A], THAT [AIRCRAFT TYPE A] PILOTS SHOULD HAVE 1 HOUR OF DUAL INSTUCTION AT THE TIME THEY LAUNCH AIRCRAFT IN THE SPRING. FOR 4-6 MONTHS, THEY DO NOT FLY [AIRCRAFT TYPE A]. FAMILIARIZE RIDE TO GET THEM BACK THE PROFICENC
ICING CONDITIONS TRAINING
ICING EXPOSURE AND TRAINING IN ICY CONDITIONS
ICING FOR [AIRCRAFT TYPE A] CAPABLE OF FLYING IN ICING. WE ARE RESTRICTED TO LOW ALTITUDES IN WINTER.
ICING FORECASTING IS STILL A PROBLEM. THEY'RE GIVEN IN HUGE AREA AND A LOT OF PILOTS THEY TAKE IT INTO GRANTED ESPECIALLY SEVERE ICING. SOMETHING NEEDS TO HAPPEN REGARDING THE ICE FORECAST.
ICING IN PART 91 AIRCRAFTS
I'D LIKE TO SEE ATC WITH BOTH RADAR SITES FOR WEATHER AND COMMUNICATIONS SITES SO THAT I CAN TALK TO THEM WITHOUT CLIMBING TO AN IFR ALTITUDE FIRST.
IF I EVER HAVE FLOWN OR WOULD CONSIDER PURCHASING A SECONDARY RECOVERY SHOOT AIRPLANE SYSTEM-AN EMERGENCY PARASHOOT FOR THE ENTIRE AIRPLANE
IF PEOPLE ENTER MILITARY AIR SPACE WITHOUT BEING CLEARED FROM ATC, HOW MANY TIMES HAVE YOU FLOWN THROUGH A MOA WITHOUT TALKING TO ANYBODY?
IF THE FAA HAS ANY PLANS IN THE FUTURE TO BE MORE RESTRICTIVE AGAINST TERRORISTS, LIMITING PILOTS TO WHERE AND HOW THE PILOTS FLY.
IF THERE WERE AN AUTOMATED PLAYBACK OF LAST 2 TRANSMISSIONS IT MIGHT HELP WITH COLLISION AVOIDANCE AT UNCONTROLLED AIRPORTS. DIGITAL RECORDING OR SOMETHING LIKE THAT.
IF THIS IS A SAFETY SURVEY THERE ARE THINGS IN THE TRAINING INDUSTRY THAT MAY BE RELEVANT
IF WE ALL GO BY THE REGULATIONS WE'VE GOT, WE WILL DO WELL, BUT AFTER 9/11, I THINK WE WILL DO MORE.

GD3A
IF WE HAVE DONE 90 OR 120 [DAYS] WE WOULD HAVE HAD DIFFERENT ANSWERS
IF YOU KEEP ADDING REQUIREMENTS, PILOTS ARE GOING TO BE ON OVERLOAD. THERE ARE 4-5 AIRPORTS WHERE I FLY HAVE TO WATCH OUT FOR EVERYTHING. CAN BE NERVE WRACKING FOR SOMEONE NEW TO THE AREA
IF YOU WANT A REAL PICTURE, YOU HAVE TO GO BACK A LOT LONGER THAN THE LAST 60 DAYS. I THINK YOU WILL GET A LOT MORE INFORMATION.
IFR PROFICIENCY. PILOT CREW INTERACTION. STABILIZED APPROACHES.
IFR SPACING ON TERMINAL OPERATIONS INSIDE 5 MILES
I'M AGAINST ALL WIRE CONTROLLED AIRCRAFT. THINK WE SHOULD HAVE ALL MECHANICAL AIRCRAFT. BIG FALLACY!
I'M AGAINST THE RESTRICTIONS ON GENERAL AVIATION FLYING. THERE'S TOO MUCH PARANOIA ABOUT TERRORISTS TAKING OVER ON GENERAL AVIATION AIRCRAFT. THINKING OF BUYING OWN PLANE BECAUSE OF ALL THE COMMERCIAL AIR TRAFFIC CONGESTION.
I'M CONCERNED ABOUT THE FACT THAT THE FAA IS NOT INFORMING PEOPLE OF THE TFR'S VERY ACCURATELY.
I'M SURPRISED THAT THEY'RE NOT ASKING T-CAS QUESTIONS OR ABOUT GORUND PROXIMITY WARNINGS OR ENHANCED GROUND PROXIMITY WARNINGS. WE'VE HAD CASES WHEN THAT WENT OFF.
IMPOSE USER FEES. I FEEL THAT IT RESTRICTS THE PRACTICE OF TAKE OFFS AND LANDINGS. TAKEOFFS AND LANDINGS ARE THE MOST PROFICIENT THING THAT THE PILOTS HAVE AND IF A FEE IS IMPOSED THEN PILOTS MAY STOP PRACTICING BECAUSE THEY DO NOT HAVE THE MONEY.
IMPROVE SIGNS FOR PLANES LANDING ON AIRFIELD
IMPROVED WEATHER UPDATES DURING FLIGHT
IMPROVEMENT IN [LOCATION] WEATHER INFORMATION.
IMPROVEMENTS CAN BE MADE IN COMMUNICATION BETWEEN PILOTS AND CONTROLLERS. FREE FLIGHT WILL BE A GOOD THING.
IN [LOCATION A] HAVE STARS AND HAVE PUBLISHED ALTITUDES ATC WILL GIVE LOWER ALTITUDE THAN ARRIVAL IT IS CONFUSING THAN WHAT IS PUBLISHED ON THE CHART. CONFUSING TO PILOTS BECAUSE CAN'T DEVIATE. PLEASE ADDRESS A BULLETIN TO THIS. HAVE T-CAS ON PLANE AN
IN [LOCATION A] PILOTS OPERATE UNDER DIFFERENT FLIGHT RESTRICTIONS THAN OTHER PILOTS DO. HOWEVER, US INSPECTORS FREQUENTLY WRITE PILOTS UP FOR VIOLATIONS AGAINST FAR PART 135 REGULATIONS AND THESE INSPECTORS ARE NOT EVEN PILOTS.
IN [LOCATION A], WE ARE 40% THE SIZE OF THE US. AND THEY DON'T HAVE ANYWAY TO GET ENOUGH WEATHER REPORT FURTHER THAN [LOCATION B]. NO WAY TO CALL [LOCATION B] AFTER LANDING. YOU NEED A SATELLITE PHONE TO GET ANY WEATHER REPORTS.
IN [LOCATION], WEATHER CONDITIONS FREQUENTLY CHANGE AND THE WEATHER BRIEFING APPARATUS DOES NOT KEEP PACE WITH THE CHANGING CONDITIONS.
IN CONGESTED AREAS FLIGHT FOLLOWING AND TRAFFIC REPORTS ARE NOT ALWAYS AVAILABLE. FLIGHT CONDITIONS OTHER THAN WEATHER SUCH AS VISABILITY DUE TO SMOKE. DIFFERENTIATE BETWEEN LOSS OF CONTROL DUE TO WIND OR TURBULENCE VERSUS SPACIAL DISORIENTATION.
IN GENERAL, THE FILING OF FLIGHT PLANS IN CIVIL AVIATION
IN HIGH TRAFFIC AREAS, AN EXCESSIVE CONSUMPTION OF FUEL GENERALLY HAS TO BE UTILIZED, IN THE [LOCATION A].
IN ROUTE PROBLEMS ASSOCIAT WITH ATC REQUEST WHAT I WILL CONSIDER EARLY DESENCE TO THE DESTINATION FROM CRUSE ATTITUDE THAT CAUSE PROBLEMS FOR FUEL MANAGEMENT AND FLIGHT PLANNING ., IN TERMINAL AREA REQUEST CERTAIN RUN WAYS WILL BE DENIED BY ATC FOR WHAT E

GD3A
IN THE FUTURE IF AIR CARRIER PILOTS ARE ALLOWED TO FLY PAST THE AGE OF 60 THEY SHOULD UNDERGO A MORE STRAINIOUS PHYSICAL WITH ACCENT ON THE MENTAL.
IN UNCONTROLLED AIRSPACE AIRPLANES ARE NOT REQUIRED TO HAVE RADIOS THEREFORE THERE CAN BE INFLIGHT OR GROUND MISHAPS
INABILITY TO MAKE RADIO CONTACT DUE TO CONGESTION IN UNCONTROLLED AIRPORTS
INCIDENTS ON THE RUNWAY AT UNCONTROLLED AIRFIELDS, IT IS A BIG PROBLEM, FLIGHT IN AND AROUND UNCONTROLLED AIRFIELDS.
INCIDENTS OR NEAR MISSES IN CONTROL AIRSPACE WITH ATC. IN CLASS B AND C BECAUSE FAILURE TO NOTIFY THE PILOT WITHIN THE PILOT'S VICINITY.
INCLUDE A LONGER PERIOD OF TIME IN NEXT SURVEY...60 DAYS IS NOT ENOUGH TIME FOR THESE EXPERIENCES.
INCLUDE MECHANICS
INCORPORATE QUESTIONS ABOUT FATIGUE, LIKE HOW MANY TIMES DID YOU FLY TIRED, STUFF LIKE THAT.
INCORRECT INSTRUCTIONS FROM ATC. ASK THE PILOT HOW MANY TIMES THEY CHECK THE LAST ANNUAL, LAST REPETITAVE INSPECTION, LAST VOT OR VOR CHECK. AND THIS WOULD ONLY APPLY TO INSTRUMENT FLYING, FOR EXAMPLE, THE VOT OR VOR CHECKS...
INCREASE SITUATIONAL AWARENESS DURING HIGH DENSITY FLYING. CONTROLLERS EITHER ARE NOT ON THE SAME FREQUENCY OR PILOTS HAVE NOT BEEN INFORMED ABOUT ALL PLANES IN THE SAME PROXIMITY. NO QUESTIONS ABOUT TRANSPONDERS.
INDIVIDUALS FIXING THEIR OWN AIRPLANES AND USING BOGUS PART. AT UNCONTROLLED AIRPORTS PILOTS ARE COMING IN ON INCORRECT RUNWAYS.
INFLEXIBILTY OF ATC DURING THUNDERSTORM WARNINGS. ALSO, GROUND OPERATION AIRCRAFT WITH TRANSPONDERS IN ON POSITION, CAUSES TRAFFIC WARNINGS FOR AIRCRAFT ON FINAL APPROACH.
INFLIGHT AVAILABILITY OF THUNDERSTORM LOCATION AND INTENSITY, AND INFLIGHT INFORMATION ABOUT LOCATION AND SEVERITY OF ICING.
IN-FLIGHT ICING
INFLIGHT OPERATIONS ON THE GROUND, INFLIGHT OR ELSEWHERE
INFLIGHT WAKE TURBULENCE
INFORMATION ON TEMPORARY FLIGHT RESTRICTIONS, POSSIBLY A WEBSITE. MORE COMPLETE PRESENTATION OF INFORMATION.
INOPPERATIVE ILS OR OTHER INSTRUMENT LANDING AND APPROACH EQUIPMENT. INADVERTENT FLIGHT INTO TFR'S.
INSTRUCTION FOR FLIGHT PILOTS SHOULD BE MORE COMPREHENSIVE. OUT OF GROUND AFFECT COVERING, AUTO ROTATIONS FROM AN OUT OF GROUND AFFECT HOVER, AUTO ROTATIONS DURING THE TAKEOFF RUN. AUTO ROTATION NEEDS TO REALLY BE TAUGHT BETTER.
INSTRUMENT APPROACH AT [AIRPORT X], TO VOR/GPS [AIRPORT X]. IF YOU FILE IFR AND THEY GIVE YOU THE LOCAL AND DISTANT NOTAMS THEY DON'T TELL THAT THE APPROACH IS NOT AVAILABLE.
INSTRUMENT CLOSE ENCOUNTERS
INSTRUMENT COMPETENCY; DANGER OF UNCONTROLLED AIRPORT TOWERS WITH HIGH VOLUME OF TRAFFIC.
INSTRUMENTS NEED TO BE WORKING MORE ACCURATELY FOR IFR CONDITIONS
INTERESTED IN RECREATIONAL LICENSE PILOTS, I WOULD LIKE TO SEE OLDER PILOTS WHO HAVE LOST THEIR MEDICALYET ARE STILL CAPABLE OF FLYING SHOULD STILL BE ABLE TO FLY RECREATIONAL.

GD3A
INTERMITENT COMMUNICATION WITH ATC DUE TO INTERMITENT SHORT IN THE HEADSET AND THIS CAUSED A MISCOMMUNICATION. PERHAPS CHECKING THE HEADSET IN A DEDICATED TEST WOULD BE A GOOD IDEA.
INTERNATIONAL ARRIVALS COMING OCEANIC INTO [LOCATION A], THERE IS NO PRIORITY GIVEN TO ARRIVALS INTO SATELLITE AIRPORTS, FORCES YOU TO USE YOUR RESERVES BECASUES YOU ARE JUST STACKED UP.
INTERVIEW IS TOO LIMITED WITHIN THE SIXTY DAYS, IT SHOULD INCLKUDE A LONGER TIME SPAN.
IRATE CONTROLLERS NEED TO BE ADDRESSED; [LOCATION A] NEED TO BE CHECKED OUT BECAUSE OF UNPROFESSIONAL BEHAVIOR.....INTERNAL PROBLEMS CAUSING THE CONTROLLERS TO ACT IRATE AND UNPROFESSIONAL;
IRRESPONSIBLE PILOTS INFRINGING ON YOUR AIRSPACE
IS THE PILOT READY FOR THE FLIGHT, PHYSICALLY AND MENTALLY READY.
IS THERE A WARNING SOUND ON PLANES IF THE VACUUM SYSTEM FAILED?
ISSUE OF MISSING NOTAMS, AND TEMPORARY FLIGHT RESTRICTIONS.
ISSUES OF TEMPORARY FLIGHT RESTRICTIONS. THEY OCCUR UNANNOUNCED AND IT'S OFTEN TOO LATE ONCE YOU HEAR THEM TO FOLLOW THEM CORRECTLY. THEY MAY BE ISSUED WHILE AIRBORNE.
IT IS AN UNCONTROLLED FIELD; CLOSE ENCOUNTERS WITH OTHER AIRCRAFT - MOSTLY [TYPE A]. THERE ARE SOME AIRFIELDS THAT REALLY NEED A CONTROL TOWER AT CERTAIN TIMES OF THE YEAR BECAUSE OF THE CONGESTION.
IT MAY BE A PROBLEM WHEN PILOTS ARE GETTING ALL THEIR INFORMATION FROM THEIR COMPUTERS AND GETTING THE WRONG INFORMATION FROM IT BECAUSE OF HUMAN ERROR
IT PERTAINS TO CROP DUSTING. CROP DUSTING AIRCRAFT DO NOT USE RADIOS. COMMUNICATION IS NEEDED.
IT SEEMS LIKE THERE ARE FEWER CONTROLERS, NEED TO BE MORE CONTROLERS, THEY ARE HANDLING MULTIPLE FREQUENCIES. IN [LOCATION A], HIGHLY CONGESTED, HUGE CROSS-SECTION OF PEOPLE, STUDENTS, PILOTS, AND NOTHING BUT PRAISE FOR CONTROLERS AND DO FEEL LIKE EVERYON
IT WOULD BE GOOD IF THE FAA WOULD ASSIGN DIFFERENT UNICOM FREQUENCIES TO EACH INDIVIDUAL AIRPORT.
IT WOULD BE INTERESTING TO KNOW IF PILOTS UNDERSTAND THE CLEARANCE FROM ATC SO THEY KNEW WHAT THEIR INSTRUCTIONS ARE. DIFFERENT CONTROLLERS IN DIFFERENT PLACES AND USE DIFFERENT CLEARANCES AND THIS COULD BE FIXED IN TRAINING.
IT'S HAVING YOUR HEAD SCREWED ON STRAIGHT WHEN YOU'RE IN THE COCKPIT. PAY ATTENTION!
JUST IN GENERAL IT IS HARD TO CONTACT ATC
KEEP ALL PERSONNEL UP TO DATE ON ALL FUTURE INFORMATION.
KNOW MORE ABOUT PILOT PHYSIOLOGY, SLEEP, DRANK WITHIN 24 HOURS, AGE, ABOUT PHYSICAL CONDITION.
LACK OF COMMUNICATION IN OFF-SHORE ENVIRONMENT
LACK OF CONTROLL TOWERS AT BUSY AIRPORTS.
LACK OF CONTROLLERS AND CONGESTION
LACK OF CORPORATE SUPPORT TO AVIATION SAFETY
LACK OF ENTERING A TRAFFIC PATTERN PROPERLY AT UNCONTROLLED AIRPORTS
LACK OF EXPERIENCE AND TRAINING OF COMPANY RADIO OPERATORS. NOT TRAINED WITH WEATHER OBSERVATION.
LACK OF FIGHT TRAINING FOR INSTRUCTORS

GD3A
LACK OF QUALIFIED INSTRUCTORS
LACK OF QUALIFIED INSTRUCTORS RESULTS IN POORLY TRAINED PILOTS
LACK OF RADAR, WEATHER, AND COMMUNICATIONS IN THE [LOCATION A]
LACK OF RADIO COMMUNICATION FOR PILOTS AT UNCONTROLLED AIRPORTS. ALSO, RUNWAY INCURSIONS ARE STILL AN EXTREME HAZARD.
LACK OF STANDARDIZATION
LACK OF T-CAS ON MANY PLANES
LAHSO
LAHSO STUFF
LAND AND HOLD SHORT PROCEDURES CAN BE PROBLEMATIC AND SHOULD BE ADDRESSED IN THIS SURVEY.
LAND AND HOLD SHORT PROCEDURES CREATE RESOUNDING SAFETY HAZARD. SUCH AS [LOCATION A]
LANDING IN AN UNCONTROLLED AIRPORT WITH LOTS OF TRAFFIC
LANDING PATTERN CONFLICTS AT UNCONTROLLED AIRPORTS. MORE MANDATORY SAFETY TRAINING.
LANDING PRIORITY AT TOWERED AIRPORTS, WANT TO KNOW ABOUT. LARGER CRAFT SEEM TO HAVE LANDING PROIRITY. IS IT IN PRINT? I DON'T WANT ATC TO BE PRIVATIZED. USER FEES ARE OK TO FINANCE INFRASTRUCTURE BUT NOT REGULATORY ACTIVITIES.
LANGUAGE, CLEAR LANGUAGE, ESPECIALLY IN THIS AREA, [LOCATION]. FOREIGN PILOTS HARD TO UNDERSTAND.
LARGER AIRPLANES FYING HIGH ON THE GLIDE PATH AT BUSY AIRPORTS. WORDING AND STANDARDIZATION ON SIDS AND SIAS. ISSUANCE OF NEW CLEARANCE IN BUSY AIRPORT AREAS, SUCH AS ARRIVALS INTO [LOCATION A].
LAST 60 DAYS NOT ENOUGH TIME FOR EXPERIENCES
LEVEL OF INSTRUMENTATION REQUIRED FOR OPERATIONS IS TO HIGH FOR PROPER ABILITY TO FLY ANAIRCRAFT SUCH AS A [DEVICE] ON A SINGLE PILOT AIRPLANE
LIGHTED AND UNLIGHTED ANTENNAS...PILOT FATIGUE...UNDUE INFLUENCE TO CONTINUE A FLIGHT...ERGONOMIC AND TECHNOLOGICAL INTERFACE WITH COMPUTERIZED FLIGHT MANAGEMENT SYSTEMS, GLOBAL POSITIONING SYSTEMS -- NOT USER FRIENDLY...FOR NIGHT OPERATION, USE OF NIGHT
LIKE TO SEE THEM ADDRESS SITUATIONAL AWARENESS. SOME WAY OF TESTING AND BEING AHEAD OF THE AIRCRAFT AT ALL TIMES AND THERE HAS TO BE A WAY OF ADDRESSING THAT.
LIKE TO WHY FAA ALERTS ARE MANDATORY FOR ONE TYPE OF FAR FLYING RULES NOT OTHERS, CONCERNING DRVSM. ACCELERATED TIME TABLE ON IMPLEMENTATION WITHOUR THOROUGH RESEARCH AND IGNORED PART 91 ORGANIZATIONS' INPUT
LIMITED SPACE FOR INSTRUCTIONAL FLYING FOR COMMERCIAL FLYERS, MAINTAINING SEPARATION AREAS.
LIMITING THE SURVEY ONLY 60 DAYS AND THIS IS LIMITING. WHAT ABOUT THINGS WHICH HAD HAPPENED MORE THAN 60 DAYS. ASK ABOUT THE THINGS LIKE HOW OFTEN THE [AIRPORT X] WAS OUT OF SERVICE LIGHTS.
LOCAL AIRPORT SECURITY AS WELL AS LOCAL FLIGHT SCHOOL RULES.
LOCAL UNICOM FREQUENCIES ARE VERY CONGESTED, LEADS TO NOT BEING ABLE TO GET ACCURATE INFORMATION ON LOCATIONS OF AIRCRAFT
LOCATION X IFR OPERATIONS; ATC PROGRAM FAULTED BECASUE OF NO ATC CLEARANCE IN LOCATION X; HAVE TO GO THROUGH OWN COMPANY DISPATCH TO RELAY MESSAGES; IFR AND ATC COMMUNICATIONS NOT GOOD.

GD3A
LOCATION X PILOTS - ENTER UNCONTROLLED AIR SPACE ON FINAL INSTEAD OF A 45 AND A DOWN WIND, LOCATION X PILOTS TECHINQUE ON ENTER ON FINAL IS A LITTLE MORE DANGEROUS THEN OUR APPROACH ON ENTERING ON DOWN WIND, THEY COME IN FROM THE LOCATION X OR THEY'LL FLY
LOOSING FLIGHT SERVICE STATION ATTENDANTS IS NOT A GOOD THING; LIKED THE OLD SYSTEM BETTER.
LOSS OF RESPECT BETWEEN CONTROLLER AND PILOT. COMMUNICATION BETWEEN COMMERCIAL PILOTS AND CONTROLLERS IS NOT AS PROFESSIONAL AS IT USED TO BE. PILOTS IN GENERAL AVIATION ARE NOT PLANNING AHEAD TO MAKE THEIR LANDINGS CORRECTLY. EVERYBODY SEEMS TO DISREG
LOT OF PEOPLE HAVE DEFICIENCIES DUE TO NOT FLYING MORE, OTHER PROBLEMS ARE PEOPLE ARE NOT INSURED WITH BASIC LIABILITY DUE TO INCREASE OF COST. THE ONES THAT ARE BEING EFFECTED ARE LARGER AIRCRAFT AND THEY ARE SELF-INSURING THEMSELVES.
LOTS OF NEW TRAFFIC CONTROLLERS THAT ARE CREATING HAVOC
MAINTENACE OF RENTAL AIRCRAFT
MAINTENANCE AND UPKEEP ON AIRCRAFT. NO QUESTION ABOUT A LOT OF PILOTS DO NOT PAY ATTENTION TO THIS OCCURRING PROBLEM.
MAINTENANCE ISSUES WITH MAINTENANCE PEOPLE
MAINTENANCE REPAIR SYSTEMS CURRENTLY IN PLACE...HIGH AMOUNT OF MECHANICS INSPECTING AND RE-ASSEMBLING PARTS IN WRONG FASHION ...I AND OTHER PILOTS I KNOW FREQUENTLY HAVE TO RETRO-INSPECT OUR AIRCRAFT...BETTER SUPERVISION OF AIRCRAFT MECHANICS IS NEEDED...
MAINTENANCE-RELATED FLIGHT PROBLEMS, IF SOMEBODY DOES WORK ON THE AIRCRAFT AND SOMETHING GOES WRONG BECAUSE OF THE MAINTENANCE OR WORK THAT WAS ACCOMPLISHED--IN [LOCATION A] WE DON'T DO ANY INSTRUMENT FLYING AND WE DON'T GO VERY FAR.
MAJOR CONCERN - HAZARD OF AIRCRAFT FLYING AROUND UNCONTROLLED AIRPORTS; FLYING VOR STATIONS - MAY HAVE TWO AIRCRAFTS FLYING TO THE SAME VOR STATION.
MAKE AVAILABLE AS AN OPTION TO HAVE REGIONAL SAFETY ISSUES PUT ON A VIDEO ESPECIALLY FOR THOSE PILOTS WHO ARE BUSINESSMEN AND WHO CAN'T ATTEND THE REGIONAL SAFETY MEETINGS. (1) FSS200 (COMPUTER SIMULATOR) HAS A REPEAT BUTTON, IF WE HAD SOMETHING SIMILAR
MAKE CONTROLLERS AWARE OF IMC CONDITIONS
MAKE SURE EVERYONE UNDERSTANDS TFR'S
MAKE SURE PILOTS TURN ON THEIR NAVIGATION LIGHTS AT NIGHT. NEED CAREFUL MONITORING OF THE FREQUENCIES, ESPECIALLY IN THE PRACTICE AREAS.
MAKE THE LENGTH OF TIME LONGER, MAKE IT 120 DAYS INSTEAD OF 60. THINK YOU WILL GET A BETTER SURVEY.
MAKEING ATC PRIVATE, WE ARE ADVERSE TO THIS. GENERAL AVIATION IS A HUGE FORCE, AND THE MAJORITY IS AGAINST THIS, WHAT WILL HAPPEN IS THAT THEY WILL START CHARGING FOR THIS.
MANDATES ON NSA INTERPRETATION RELATED TO TERRORISM
MANY PILOTS DO NOT UNDERSTAND THE VARIOUS FLIGHT RESTRICTIONS. HOW COMFORTABLE WERE YOU THAT YOU ABIDED BY THOSE RESTRICTIONS?
MANY VFR FLIGHTS REQUEST (FLIGHT FOLLOWING). CENTER FREQUENCIES ARE NOT AS READILY AVAILABLE TO VFR PILOT AS THEY COULD BE. FREQUENCIES CHANGE WITH GEOGRAPHICAL CHANGES, NOT CLEARLY REPRESENTED ON SECTIONAL CHARTS. SYSTEM COULD BE MADE SAFER.
MARKING RUNWAYS MORE CLEARLY. IFR AND VFR USING MORE LIGHTING.

GD3A
MARKING SYSTEMS ARE TOO CONFUSING FOR RECREATIONAL FLYING
MASSIVE CONGESTION OF STUDENTS IN THE SKY, AIR TRAFFIC CONTROL SYSTEM CONGESTION
MAY TRY TO CALL THE AUTHOR OF THE LETTER SENT TO HIM REGARDING PROBLEMS HE HAS WITH THE SURVEY
MAY WANT TO GO MORE THAN 60 DAYS BACK BECAUSE INCIDENTS ,WHEN OCCUR ARE RARE, AND ONLY GIVEN A SMALL WINDOW TO TALK ABOUT. SOME HAPPEN 6 MONTHS AGO OR 1 YEAR.
MAYBE ASK QUESTIONS LIKE WHAT DO YOU CONSIDER THE SAFETY OF YOUR SAFETY, AND WHAT WOULD IMPROVE SAFETY. QUESTIONS RELEVANT TO FLIGHT SAFETY. THE QUESTIONS ARE A LITTLE LENGTHY.
MAYBE SOMETHING RELATED TO [EVENT]. THE BOUNDARIES SEEM A BIT EXTENSIVE.
MEDIA BLOWS AIR INCIDENTS OUT OF PROPORTION AND THE PUBLIC LOSES CONFIDENCE AND IT TAKES YEARS TO GET THE PUBLIC BACK. THIS IS A PROBLEM. EXCESSIVE HYPERBOLE.
MEDICAL AND BIENNIAL - WE SHOULD CHECK IF THE MEDICAL AND BIENNIAL IS CURRENT. BECAUSE I LIVE IN AN AREA WHERE THERE ARE A LOT OF OLD FOLKS THAT DO NOT GO BY THESE RULES.
MEDICAL HISTORY, AND IT SEEMS TO ME THAT YOUR ASKING ABOUT NOVEMBER AND DECEMBER. THESE ARE PERIODS OF TIME WHEN THERE IS LESS ACTIVITY FOR PRIVATE PLANES. MUCH MORE ACTIVE TIME IS SPRING, SUMMER AND FALL. SEASONS ARE DEFINITELY A FACTOR.
MEMBERS OF MANAGEMENT PUSH MAINTENANCE TEAMS TO SIGN OFF DISCREPANCIES WHEN THE WORK HASN'T BEEN COMPLETED TO GET [AIRCRAFT TYPE A] BACK IN THE SKY.
MID-AIR BIRD STRIKES.
MIDAIR COLLISIONS, CLOSE CALLS IN MIDAIR. TRAFFIC SEPARATION AROUND CLASS DELTA AIRSPACE, LACK OF RADAR COVERAGE IN CLASS DELTA AIRSPACE.
MIDAIR MISSES AND RUNWAY INCURSIONS.
MILITARY ATC. THEY ARE PUT ON THE JOB WITHOUT ADEQUATE TRAINING OR EXPERIENCE
MILITARY BASES SHOULD BE MADE AWARE THAT WHEN A PILOT IS FLYING VFR HE WILL OCCASSIONALLY LOOSE TRACK AND THEY NEED TO CONTACT US AND LET US KNOW THAT WE HAVE DRIFTED INTO MILITARY SPACE
MILITARY CONTROLLER IN THE [LOCATION A].
MILITARY TRAFFIC IS FOLLOWING DIFFERENT FLIGHT PROCEDURES CAUSING CONFLICT FOR PILOTS FLYING UNDER FAR PART 135.
MILITARY TRAINING ROUTES (MTR): THERE IS NO EASY WAY TO GET INFORMATION ABOUT WHEN HIGH SPEED JETS WILL BE IN THE AREA AND PILOTS GET TO SEE THEM CLOSER THAN THEY LIKE. WE WOULD LIKE TO GET INFORMATION ABOUT WHEN THEY WILL BE IN THE AREA.
MINIMUM ALTITUDE OVER CONGESTED AREAS FOR SAFETY PURPOSES
MISUNDERSTOOD COMMUNICATIONS FROM ATC, COMMUNICATIONS THAT COME LATE AND CAUSE NEAR MISSES.
MODERNIZATION OF ATC, COMPUTER TECHNOLOGY BEING UTILIZED CURRENTLY...DATA LINK SYSTEMS. AIRCRAFT HAS FAR ADVANCED THAT OF ATC.
MORE ABOUT UNCONTROLLED AIRPORT OPERATIONS
MORE AIRSPACE EXPLANATIONS, AIRSPACE IS GETTING A LITTLE CONFUSING. TRIED TO SIMPLIFY, BUT I DON'T THINK THEY HAVE. 2) AS A LOW HOUR PILOT I HAVE NOTICED THAT WEATHER BRIEFINGS INFORMATION IS RATTLED OFF SO FAST AS IF EVERONE WAS A PROFESSIONAL PILOT, TH
MORE ATC COMMUNICATIONS, MORE ATC ERROR QUESTIONS

GD3A
MORE ATTENTION NEEDS TO BE GIVEN TO THE TEMPORARY FLIGHT RESTRICTED AREA. THERE IS CONFUSION ABOUT WHERE TO GET THE INFORMATION OUT TO PILOTS.
MORE CIRCULARS ON UPDATED RESTRICTED AIRSPACE OVER MILITARY BASES. FOR GEOGRAPHICAL AREAS, NEED TO SEND PILOTS CHANGES IN RESTRICTED AIRSPACE, CLOSURES, ETC. [LOCATION A] HAS A LOT OF RESTRICTED AIRSPACE WITH DIFFERENT TIMES.
MORE COMMUNICATIONS BETWEEN CONTROL TOWERS
MORE CONTROL AT LARGE AIRPORTS
MORE DISCUSSION ABOUT CLEARANCES AND FREQUENCY CONGESTION WITH CONTROLLERS
MORE EDUCATION ON THE MECHANICAL OPERATIONS OF THE AIRCRAFT FOR GENERAL AVIATION PILOTS. THE MORE YOU KNOW ABOUT AIRPLANE THE SAFER YOU WOULD BE.
MORE EMPHASIS ON INFLIGHT SEPARATION.
MORE EMPHASIS ON SPECIAL REQUIREMENTS THAT ARE NOT IMPOSE ON PILOTS BECAUSE OF SEPTEMBER 11 AND ARE PILOTS PAYING ATTENTION TO THEM. IN PARTICULAR TO THE WHITE HOUSE AND NUCLEAR POWER FACILITIES.
MORE EMPHASIS ON STUDYING PSYCHOLOGY OF FLYING. TOO MANY PEOPLE ARE UNAWARE OF THE SURROUNDINGS WHILE PILOTING. SITUATIONAL AWARENESS. ALSO, LACK OF PROTOCOL FOR RADIOS, MANY DO NOT RESPOND TO CALLS; ARE NOT LISTENING TO TRANSMISSIONS.
MORE FLIGHT SERVICE STATIONS
MORE FOCUS ON NOTAMS: THEIR AVAILABILITY, HOW TO ACQUIRE THEM, HOW TO CONTACT THEM...
MORE GLIDER QUESTIONS THEY NEED TO ADDRESS GLIDER PILOTS MORE
MORE GPS APPROACHES, INFLIGHT GRAPHIC WEATHER
MORE IN INFORMATION ON TFR
MORE INFO ON T-CAS AND ENHANCED GROUND WARNING SYSTEMS.
MORE INFORMATION ABOUT INSTRUMENT OBSTRUCTION CLEARANCE, ALSO, NOTAMS NEED TO BE SIMPLIFIED.
MORE INFORMATION ON CONVECTED SEGMENTS - MOST DANGEROUS FLYING, IT SHOULD BE A PRINCIPLE SAFTEY ISSUE THAT NEEDS TO BE LOOKED INTO. THE SURVEY ALSO LIMITS JUSTICE TO SAFETY ISSUES THAT DO HAPPEN.
MORE INFORMATION ON JAMMED FREQUENCIES UNDER IMC CONDITIONS, TOO MANY PEOPLE TALKING ALL AT ONCE. AND LARGER WINDOW THAN 60 DAYS.
MORE INFORMATION ON NEAR MISSES
MORE MODES TRANSPONDERS COLLISION AVOIDANCE MORE AFFORDABLE
MORE ON ATC CONGESTIONS.
MORE ON CONGESTION AND COLLISION AVOIDANCE
MORE PUBLIC HELIPORTS SHOULD BE BUILT IN THE US.
MORE QUESTION ABOUT THE A.T.C. AREA
MORE QUESTIONS ON THE GROUND (TAXIWAY CLEARANCES). ALSO, WITH GENERAL AVIATION PILOTS SHOULD HAVE CYLINDER INSTRUMENTS, FOR EXAMPLE, 1 SOUND-NO INSTRUMENTS, 2 HOTTEST TEMPERATURE, 3 LEAN TO SPECIFIC CYLINDER.
MORE QUESTIONS ABOUT COMMUNICATIONS

GD3A
MORE QUESTIONS ABOUT CONTINUITY AND TRAINING FOR PILOTS...THERE WAS NO CONTINUITY BETWEEN THE CLASS ROOM AND PRACTICAL PART.
MORE QUESTIONS ABOUT GROUND OPERATIONS. QUESTIONS THAT ASK ABOUT SIGNAGE, MARKINGS, IF ADEQUATE. NEED BETTER LIGHTS? DO LINES NEED REPAINTED?
MORE QUESTIONS ABOUT ICY CONDITIONS
MORE QUESTIONS ABOUT NON-TOWER AIRPORTS: SAFETY ISSUES, RADIO CONTACT, AND JUST GENERAL OPERATIONS AT THESE TYPES OF AIRPORTS.
MORE QUESTIONS ABOUT T-CAS RELATED EVENTS WHERE PEOLPLE HAVE ACTUALLY HAD A T-CAS RELATED EVENT. IT'S FAIRLY NEW EQUIPMENT AND NOT A LOT OF PILOTS HAVE BEEN PROPERLY TRAINED ON IT.
MORE QUESTIONS NEED TO BE ASKED ABOUT FLYING IN AN UNCONTROLLED FIELD.
MORE QUESTIONS ON ATC MISCOMMUNICATIONS
MORE QUESTIONS ON COMMUNICATION WITH OTHER PILOTS AT UNCONTROLLED AIRPORTS.
MORE QUESTIONS ON GOVERNMENT, AND THEY BREAK ALOT OF THE RULES.
MORE QUESTIONS ON WHERE AND HOW WHAT TYPE OF NOTAMS WERE GIVEN LAST 60 DAYS.
MORE RELIABLE ENGINES.
MORE SPECIFIC ON MAINTENCE
MORE TIME ON INTERACTION WITH CONTROLLERS AND PILOTS. SOME CONTROLLERS ARE USER FRIENDLY AND OTHERS CAN BE DIFFICULT TO GET ALONG WITH.
MORE WIND SOCKS AT SMALLER AIRPORTS
MOST OF THE PROBLEMS IN THE NATIONAL AVIATION SYSTEM HAVE TO DO WITH ANTIQUATED ATC SYSTEM AND CROWDING IN HIGH DENSITY AREAS. HOWEVER, SINCE THE ADVENT OF 9/11, MANY OF THESE PROBLEMS ARE BEING ADDRESSED.
MOST OF THESE QUESTIONS APPLY TO AIRPLANES, WOULD LIKE MORE QUESTIONS TO BE TOWARDS HELICOPTERS
MOSTLY COMMUNICATION.
MULTIPLE DISTINCT FREQUENCIES WORKED BY 1 ATC CONTROLLER FOR SEVERAL AIRCRAFT IN THE SAME SECTOR.
MY BIGGEST CONCERN ARE THE AMOUNT OF ULTRALIGHT PILOTS THAT ARE SHOWING UP ON THE MAJOR AIRFIELDS. THEY DON'T KNOW THE REGULATIONS.
MY CONCERN IS WITH THE SAFETY OF THE AIRSPACE SYSTEM
MY MAIN TAKE IS WE NEED BETTER TRAINING IN THE GENERAL AVATION SECTOR, I HAVE HAD EXTENSIVE TRAINING AND IT IS AMAZING HOW INADEQUATE THE TRAINING SEEMS TO BE: I FEEL BEST SAFTEY EQUIPMENT IS THE PILOT BEING ABLE TO [MAKE] DECISIONS, THE PILOTS ARE FEELIN
MY MOST TROUBLING EXPERIENCES HAVE BEEN WITH THE GROUND CONTROLLERS AND TAXIING. GETTING PROGRESSIVES.
NASA AND FAA SHOULD EXPAND ON DIRECT NAVIGATION AND VOR CAPABILITIES
NASA NEEDS TO FOCUS EMS OPERATIONS
NATIONAL SECURITY
NATIONAL SECURITY IN SMALLER AIRPORTS.
NAV 8 OUTAGES WITHOUT NOTAM
NAVAGATION METHODS

GD3A
NAVIGATIONAL AIDS-VOR OR GPS.
NAVIGATIONAL AIDS-THERE WERE NO QUESTIONS ASKING ABOUT THIS.
NEAR COLLISION AWAY FROM THE TERMINAL AREA
NEAR COLLISIONS WITH ANIMALS OCCUR WITH SOME FREQUENCY...THIS SHOULD BE INCLUDED.
NEAR MISSES IN FLIGHT, ESPECIALLY IN TERMINAL CONTROL AREAS. RUNWAY INCURSIONS AND ASKING QUESTIONS ABOUT TAXIING IN IMC CONDITIONS.
NEED AVAILABLE IN THE COCKPIT A WEATHER SCREEN TO SEE ACTIVE WEATHER SYSTEMS IN REAL TIME LIKE A LIQUID RADAR SCREEN SO YOU CAN WORK YOUR WAY THROUGH IT INSTEAD OF DIVERTING AROUND IT OR EVEN GOING AROUND SO YOU CAN MAKE YOUR OWN DECISIONS.
NEED BETTER FLIGHT FOLLOWING BY ATC. SOME AREAS ARE TOO CONGESTED, FOR EXAMPLE, [LOCATION A], [LOCATION B].
NEED BETTER INFO ON TFR'S. NEED MORE INFO ON NOTAMS ON WHERE THEY ARE. TOO MANY PEOPLE FILE FLIGHT PLANS AND THEN IT POPS UP AND THEY ARE CITED FOR VIOLATIONS AND THEY WERE NOT TOLD.
NEED FOR QUESTIONS THAT ARE EXPLICIT AND REFER TO PILOT NEGLIGENCE.
NEED IMPROVEMENT REGARDING VFR FLIGHT FOLLOWING FROM RADAR
NEED MORE RUNWAYS
NEED QUESTIONS REGARDING ENCOUNTERS WITH THUNDERSTORMS.
NEED TO ASK ABOUT CONFUSING GROUND MARKINGS FOR TRANSIT ON THE GROUND. AIRPORT MARKINGS NEED MORE CLEARER THEY ARE CONFUSING. WHEN YOU GET OFF AT A FIELD THAT YOU ARE NOT FAMILIAR WITH ESPECIALLY AT NIGHT IT IS VERY HARD TO FOLLOW MARKINGS BECAUSE THE
NEED TO ASK ABOUT LANDING WHERE YOU HAD TO DO A GO AROUND APPROACH BECAUSE OF BEING HIGH AND FAST BECAUSE OF A TAIL WIND.
NEED TO ASK MORE QUESTIONS ABOUT AIR TRAFFIC CONTROL SYSTEM AND THE AIR TRAFFIC CONTROLLERS AWARENESS OF PILOTS' ONBOARD CAPABILITIES.
NEED TO CHANGE THE BIENNIAL REVIEW TO AN ANNUAL REVIEW. PEOPLE NEED MORE INSTRUCTOR TIME. HOW CURRENT IS YOUR MEDICAL AND BIENNIAL FLIGHT REVIEW.
NEED TO EXPAND QUESTION ON NOTAMS, SAID YES, BUT NO MORE FOLLOW UP QUESTIONS ON THIS. THIS WOULD BE VERY HELPFUL. THE QUESTION ABOUT STRICTER GUIDELINES THAN FAA FOR VFR - I THINK THIS QUESTION IS AMBIGUOUS. VFR INDICATES ON THING, MARGINAL VFR ANOTHER. N
NEED TO HAVE A GOVERNMENT SYSTEM THAT FACILITATES BEING PROCESSED BY TSA. SYSTEM BEING CLOGGED BY SLOW PROCESSING, COULD BE EXPEDITED BY GOVERNMENT ISSUED IDENTIFICATION, PERHAPS RETINA OR FINGERPRINTS.
NEED TO HAVE GOOD WEATHER, IMPOSSIBLE TO READ SEQUENCES ON COMPUTER, NEEDS TO BE CLEARER
NEED TO REDUCE THE REQUIREMENTS TO BE AN AVIATION PILOT SUCH AS A PHYSICAL. IF YOU QUALIFY FOR A DRIVER'S LICENSE THEN YOU SHOULD QUALIFY TO FLY AN AIRPLANE.
NEED TO TALK ABOUT COCKPIT CREW COORDINATION, ASKED A QUESTION ABOUT LOSING A POSITION, AND THAT'S HAPPENED TO MY FRIENDS AND THAT'S HOW IT GETS PEOPLE KILLED, ATC TELLS PEOPLE HOW TO FLY AND THEY DON'T KNOW WHAT THEY'RE TALKING ABOUT.
NEEDS MORE INFORMATION ABOUT RUNWAY INCURSIONS, GROUND MOVEMENTS AT AIRPORTS. THE AIRPORT MARKINGS ON RUNWAYS AND TAXIWAYS ARE NOT CLEARLY MARKED.

GD3A
NEEDS TO BE MORE POST ACCIDENT INFORMATION AND FOLLOW UP DISPERSED TO GENERAL AVIATION AND FAR PART 135/121 PILOTS. NEED TO HEAR MORE ABOUT CAUSE OF HELICOPTER ACCIDENTS (CAUSE AND EFFECT ISSUES).
NEVER ASKED ANY QUESTIONS ABOUT THE MENTAL OR PHYSICAL CONDITION OF THE PILOTS. THERE ARE NO QUESTIONS ASKED ABOUT MARKINGS AT AIRPORTS, LIGHTING SYSTEMS, HOLD LINES, TAXI INDICATORS.
NEVER HEARD OF ADDING A TOWER, TO OMANY AIRCRAFT, OVERCROWED
NEW AIR SPACE RESTRICTION IS WEIRD. WE BECOME SUCH A SOCITEY OF LAWYERS. THE WEATHER BRIEFING THE IS A LOT OF UNNECESSARY RECORDED INFORMATION .
NEW AIRCRAFT NEED TO BE LOOKED AT. WORKMANSHIP OR EQUIPMENT USED. ESPECIALLY [AIRCRAFT TYPE A] ALTERNATOR FAILURE OR VACUUM FAILURE.
NEW FRAX (FAR PART 91) SUB PART K NEW SYSTEM TO WORKING HARDER THAN NORMAL PART 135 PILOTS RESPONDENT HAS MORE PROBLEMS WILL COME DO THE ROAD WITH THIS NEW SYSTEM
NEWS BUREAU AND BAD PUBLICITY ABOUT THE AVIATION INDUSTRY.
NIGHT FLIGHT RELATED TRAININGS
NO COMMENT
NO MORE RESTRICTIONS
NO QUESTION ABOUT FLIGHT PLANS, RESPONDENT IS A REAL STICKLER ON ALL ACCESS INFORMATION ON AVIATION RULES.
NO QUESTION ABOUT PILOT IN CAPACITATION RELATED TO DRUGS, ALCOHOL, SLEEPLESSNESS AND OTHER CAUSES.
NO QUESTIONS ABOUT EN ROUTE AIR INFORMATION ON FLIGHTS
NO TOWER AIRPORTS WHERE SOME PILOTS MISUES AND DONT USE THE RADIO LIKE THEY SHOULD, LIKE ARRIVING AND DEPARTING AT SOME OF THESE NO TOWER AIRPORTS
NO WAY TO KNOW WHERE THE SPORTING EVENTS ARE THAT PILOTS ARE NOT SUPPOSE TO FLY OVER.
NO, BUT I AM ALWAYS CONCERNED ABOUT GOING INTO AN UNCONTROLLED AIRPORTS OR FLYINS. OF COURSE IN THIS PART OF THE COUNTRY THEY ARE JUST ABOUT EVERY WEEKEND. AND SOMETIMES IT GETS ALARMING, BUT OF COURSE THERE IS NOTHING WE CAN DO ABOUT THAT. EXCEPT JUST BE
NOISE. THE PILOTS SHOULD MAINTAIN RUNWAY HEADING UNTIL THEY GET A COUPLE OF MILES AWAY FROM THE AIRPORT. THE PILOTS ARE GOING TO RUN INTO SOMEONE'S HOUSE AND KILL SOMEONE. THE PILOTS SHOULD MAINTAIN RUNWAY HEADING AND TURN DUE EAST.
NONCOMPLIANCE WITH AIRPORT PRACTICES. JUST NEED TO BE MORE CURTIOUS TO EACH OTHER AND NOT LANDING ON RECOMENDED RUNMWAY.
NON-CONTROLLED AIRPORT, FAA CHANGES THE FREQUENCY OF THE AIRPORT BUT DOES NOT CHANGE THE PAPER WORK
NONE
NONE OF THE QUESTIONS WERE ABOUT NAVIGATION OR GPS, GIVEN SOME OF THE MISSIONS WE HAVE TO FLY IN.
NON-FEDERAL CONTROLLERS
NONPROFESSIONAL COMMUNICATIONS BY CONTROLLERS
NON-RADAR ENVIRONMENTS IN THE [LOCATION A]
NON-TOWERED AIRPORT OPPS WHEN ENTERING CLASS CHARLIE AIRSPASE. NOT BEING ABLE TO CONTACT AT.C. EARLY ENOUGH OR LOW ENOUGH.

GD3A
NON-TOWERED AIRPORTS' ARRIVAL AND DEPARTURE PROCEDURES, NOBODY SEEMS TO KNOW OR COMPLY WITH THE AIM.
NON-TOWERED AIRPORTS SHOULD HAVE FIRM APPROACH PROCEDURES SET BY FAA.
NON-TOWERED AND TOWERED HIGH DENSITY STUDENT OPERATIONS. AS FAR AS NEAR MISSES.
NOT A QUESTION ABOUT NIGHT FLYING ON IFR FLIGHT PLAN
NOT ANY QUESTIONS CONCERNING TCAS, TRAFFIC COLLISION AVOIDANCE SYSTEM.
NOT ENOUGH CONTROLLERS IN THE [LOCATION A] PART OF THE US. MANY AIRPORT HUBS IN [LOCATION B], [LOCATION C], AND [LOCATION D] VARY. OFTEN CONTROLLERS ARE OVERWORKED, ESPECIALLY AT PEAK PERIODS.
NOT ENOUGH GOOD INFORMATION CONCERNING TFR.
NOT ENOUGH INFO ON TEMPORARY FLIGHT RESTRICTIONS
NOT ENOUGH TIME FRAME TO TAKE MEANINGFUL DATA FROM A PILOTS POINT OF VIEW
NOT GETTING NOTAMS. FOUND OUT THAT AN AIRPORT WAS CLOSED. THIS INFORMATION WAS NOT MADE AVAILABLE IN NOTAMS. THIS COULD HAVE BEEN CRITICAL.
NOT KNOWING WHERE TO FLY AND WHEN TO FLY; THINGS CHANGE WHILE IN FLIGHT AND UNAWARE OF THE CHANGES. AFRIAD TO FLY [LOCATION A] AND [LOCATION B] BECAUSE OF IT.
NOT MUCH TALK ABOUT GROUND SAFETY SUCH AS FIRE EXTINGUISHERS IN HANGER. AND PARKING AIRCRAFT.
NOT TO SURE ABOUT PILOTS TO HAVE GUNS IN THE COCKPIT
NOT WITH INCIDENTS PER SE, IN [LOCATION A], THEY HAVE NOT BEEN OFFERING ANY SAFETY SEMINARS. I'D LIKE TO SEE MORE SAFETY SEMINARS OFFERED.
NOTAMS ARE EXTREMELY IMPORTANT NOW
NOTAMS ARE SO EXTENSIVE THEY TAKE A MONTH TO READ, OBVIOUSLY A LAWYER WROTE IT
NOTAMS ARE VERY IMPORTANT.....THERE HAS BEEN SOME CONFUSION ABOUT SOME OF THIS SINCE 9/11.
NOTAMS IN RELATION TO THE RESTRICTED CONTROL AREAS, NOTAMS DO NOT HAVE ALL THE RELEVANT INFORMATION ABOUT GRAPHIC DEPICTION OF RESTRICTED AREAS
NOTAMS NOT TIMELY ENOUGH...TFR ISSUES NEED TO BE ADDRESSED MORE
NO-TAMS THAT PILOTS ARE NOT MADE AWARE OF IN PRE-FLIGHT BRIEFINGS.
NOTAMS THE GOVERNMENT DOES NOT LET US KNOW AHEAD OF TIME
NOTAMS, AND RADIO TOWERS WITH NOTAMS.
NOTAMS, GETTING ACCURATE NOTAMS AND EASY TO UNDERSTAND
NOTAMS, THE WAY THEY ARE PUBLISHED AND HOW POORLY WRITTEN THEY ARE. ESPECIALLY HERE IN THE [LOCATION A] THEY ARE SO POORLY WRITTEN OR SO BEHIND . THEY NEED TO BE IN A PLAIN LANGUAGE VERSION ESPECIALLY SINCE SOME OF THEM ARE CHANGING HOURLY.
NOTAMS, TSA BECAUSE OF 9/11 - DOESN'T THINK GOVERNMENT IS DOING A GOOD JOB OF THIS. WOULD LIKE TO SEE NUCLEAR POWER PLANTS AND FOOTBALL STADIUMS ON MAPS.
NOTHING COMES TO MIND IMMEDIATELY
NOTIFICATION AND INADVERTANT PENETRATION FLYING THROUGH TEMPORARY FLIGHT RESTRICTIONS

GD3A
NOTIFICATION FOR TFR COMPLETELY INADEQUATE FOR PROFESSIONAL, POINT FLIGHT SERVICE IN [COUNTRY A] MARGINALLY ADEQUATE COMPARED TO U.S.
NUMBER OF T-CAS ALERTS
OCCASIONALLY AIR TRAFFIC CONTROLLERS ARE OPERATING ON MULTIPLE FREQUENCIES. HE IS SPEAKING TO MORE THAN ONE PILOT AT A TIME. I PERCEIVE THIS AS A SAFETY ISSUE. AIR TRAFFIC CONTROLLERS SHOULD OPERATE ON ONE FREQUENCY AT A TIME.
OFFERING MORE INSTRUMENT CURRENCY PROGRAMS WHERE PEOPLE CAN STAY IFR CURRENT.
OFTEN IT IS HARD TO TRANSITION [AIRCRAFT TYPE A] INTO THE [AIRCRAFT TYPE B] APPROACH GATE IN [LOCATION A]. AT [LOCATION A] FACILITIES AND IN SPECIFIC, ATC WILL VECTOR A [AIRCRAFT TYPE A] TO THE INITIAL APPROACH FIX, HIGH, AND THEN CLEAR YOU FOR THE APPROA
ON COMMUNICATIONS, NEED TO BE MORE SPECIFIC IN QUESTIONING IN DEPTH. NEED TO BREAK IT DOWN IN CONTROLLED AND UNCONTROLLED ENVIRONMENT. WE NEED TO GET INTO COCKPIT RESOURCE MANAGEMENT, FOR EXAMPLE, WITH MULTIPLE CREW MEMBERS SITUATIONS, GENDER, RACE, AGE
ON MANY AIRPORT PEOPLE WHO ARE NOT SUPPOSED TO BE AT THE AIRPORT ARE FOUND ON THE RAMP WITHOUT BEING CHALLENGED, FOR EXAMPLE, UNCONTROLLED AIRPORT [LOCATION A].
ON THE GROUND AIRPORT TAXIWAY NAVIGATION AT COMPLEX AND UNFAMILIAR FIELDS IS AN ISSUE. POTENTIAL TRAFIC CONFLICTS BETWEEN USERS AND NON USERS OF AIR TRAFFIC CONTROL SURFACES IN CONGESTED AIR SPACES.
ONE CONCERN ABOUT VFR RADIO COMMUNICATIONS. NUMBER OF FREQUENCIES AVAILABLE TO NON-CONTROLLED AIRPORTS. BASICALLY UNICOM. EXPERIENCED CONGESTION WITH UNICOM FREQUENCIES. ALSO, 60 DAYS IS NOT A SUFFICIENT NUMBER OF DAYS, SIX MONTHS MIGHT BE A BETTER SA
ONE CONTROLLER CONTROLLING CLEARANCE DELIVERY, GROUND CONTROL, TOWER, AND ALSO APPROACH AND DEPARTURE CONTROL. READ THE CLEARANCE AND RAN DIRECTLY INTO ANOTHER AIRPLANE, FORTUNATELY PILOT REALIZED ERROR, CONTROLLER ON TOO MANY FREQUENCIES, COMBINED CLE
ONE CONTROLLER HANDLING MORE THAN ONE FREQUENCY. YOU WILL BE TALKING TO A CONTROLLER WHO IS TALKING TO YOU ON ONE FREQUENCY AND ANOTHER PLANE ON ANOTHER FREQUENCY IN WHICH YOU CAN NOT HEAR AND THIS COULD ALLOW FOR DELAYS BECAUSE HE CAN'T HANDLE ALL THOSE
ONE MAJOR PROBLEM WITH GENERAL AVIATION PILOT THAT SOME DON'T HAVE ACCESS TO SOME MAJOR AIRPORTS SINCE 9/11
ONE PROBLEM I HAVE SEEN RECENTLY IS REGARDING T-CAS OPERATIONS IN HIGH DENSITY AIRPORTS. I HAVE GOTTEN TCAS ALERTS TELLING ME TO CLIMB OR DESCEND AND HAVE HAD THAT OVER-RIDDEN OR TAKING ECCEPTION TO CLIMBING OR DESCENDING TO BECAUSE WE WOULD BE IN CONFLIC
ONE PROBLEM IS LOW LEVEL MILITARY OPERATIONS THAT THE ATC DOES NOT KNOW ABOUT WHICH RESULTS IN NO NOTAMS AND ENCOUNTERS BETWEEN PILOTS AND THE MILITARY. THIS HAS HAPPENED TO ME TWICE IN THE PAST YEAR. I THINK IT IS A FAILURE BETWEEN THE MILITARY AND THE A
ONE QUESTION SHOULD ASK IF HAD, WITHIN 60 DAYS, WITNESSED A POTENTIAL GROUND COLLISION OR POTENTIAL MID AIR COLLISION.
ONE RUNWAY CONDITIONS

GD3A
ONLY CONCERN IS TOO MANY AIRPLANES AND NOT ENOUGH CONTROLLERS BECAUSE NO ONE CAN GET A WORD IN EDGEWISE AND TOO OVERLOADED.
ONLY THING IS ALTER LIGHTS INTRUDING INTO CLASS E AIRSPACE WITH NO RADIOS BECAUSE IT IS EXCITING TO TURN AND THERE IS SOMEONE PUTZING AROUND.
ONLY WHAT PERCENT OF THE IFR FLIGHTS USE GPS APPROACHES?
OPEN AIR ASSEMBLY IS NOT ADEQUATELY DEFINED BY FAA
OPERATING IN UNCONTROLLED AIRPORTS, SEPARATION BETWEEN ACTIVE AIRCRAFT, PARACHUTES FOR AIRCRAFT DEVELOPMENT
OPERATIONAL CONTROL BIG ISSUE FOR COMPANY FOR WHO CONTROLS THE FLIGHT OPERATIONS ARE A BIG DEAL.
OPERATIONS AT NON-CONTROLLED AIRPORTS, COMMUNICATIONS AND AIRSPACE. JOCKEYING FOR POSITION WITH AIRCRAFT AT NOT SPECIFIC ALTITUDES OR PUBLISHED PROCEDURES.
OPERATIONS AT UNCONTROLLED AIRPORTS.
OPERATIONS AT UNCONTROLLED AIRPORTS. RADIO-CONTROLLED PLANES AT UNCONTROLLED AIRPORTS. COMMUNICATION NEEDS TO BE MORE CONSISTENT.
OPERATIONS IN AND AROUND NON-TOWERED AIRPORTS
OPERATIONS AT UNCONTROLLED AIRPORTS FOR INSTRUMENT FLYING
ORAL COMMUNICATIONS ARE POOR WITH A.T.C. ON APPROACH. INSTRUCTIONS SHOULD COME IN A DIGITAL FORMAT EX. TEXT TYPE INSTRUCTIONS BECAUSE THE RADIO FREQUENCIES ARE BECOMING TO CONGESTED.PILOTS ARE DEVELOPING THEIR OWN SLANG. WE REALLY NEED THSE KIND OF THINGS
OTHER PILOTS NOT COMPLYING WITH THE STANDARD VFR ENTRY PROCEDURES FOR LANDING IN THE AIRFIELD.
OTHER PILOTS NOT USING CURRENT CHARTS (IFR OR VFR).
OTHER THAN FAA AGENTS TAKING TOO MUCH TIME TO GET REGULATIONS ESTABLISHED
OTHER VIOLATIONS SEEN IN OTHER PILOTS.
OVER CONGESTION ON THE RADIO FREQUENCIES. CANNOT LOCATE AIRPLANES AS A RESULT OF DIFFERENT AIRPORTS USING SAME REQUENCIES.
OVERALL CLOSURE OF FLIGHT SERVICE STATIONS AND REDUCTION OF FAA PERSONNEL HAS REQUIRED NUMEROUS ALTERNATE WEATHER AND FLIGHT SAFETY BRIEFING REQUIREMENTS. AND I THINK WINDOWS SHOULD BE A) EXTENDED OR B) DUALIZED TO LAST 60 DAYS/LAST 5 YEARS FOR ALL QUESTI
OVERCONSERVATIVE WEATHER BRIEFINGS
OVERCROWDED AIRSPACE, ESPECIALLY IN [LOCATION A].
OVERCROWDING
OVERCROWDING IN CLASS B AIRSPACE
OVERCROWDING IN MAJOR AREAS
OVERCROWDING NEAR MAJOR AIRPORTS, CONTROLLER HAVING TO TALK TO FAST.
OVERLOAD OF ATC; CONGESTION OF TRAFFIC. HOWEVER, NEW MARKINGS OF TAXIWAYS AT SOME AIRPORTS ARE AN IMPROVEMENT.
OVERLOADED TOWER CONTROLLERS, FREQUENCY CONGESTION
OVER-WATER FLIGHTS

GD3A
PARAMETERS COULD BE WIDER. STUDY MORE THAN 60 DAYS.
PART 121 SECURITY IS IN SHAMBLES. SECURITY FOR PART 91 IS PUNISHING TO THE PASSENGERS.
PART 91 PILOTS GET RATING AND LICENSE FAA INSTRUCTOR TO CHANGE UP THE PROGRAM TO DEALING MORE UPTODATE ISSUE INSTEAD OF AVIATIONS ISSUES THAN ABOUT 20 YRS AGO
PASSENGER INTERFERENCE W/CREW MEMBERS, PASSENGERS SITTING TO CLOSE TO FLIGHT DECK. NEED NETTING ENFORCED OR AFT FACING SEATS. PASS. INTERFERING WITH FLIGHT OPERATIONS
PASSENGERS DO NOT WEAR SEAT BELTS WHEN WARNING SIGNS ARE ON!
PATTERN LANDING - ATTENTIVENESS BY OTHER PLANES IN THE PATTERN WITH NO RADIO COMMUNICATIONS, FOR EXAMPLE, FLIGHT SCHOOL AT THE AIRPORT(S) - IT HAS HAPPENED A FEW TIMES.
PEOPLE HAVE BEEN FLYING FOR [MANY] YEARS BUT ALL WE ASK IS LAST 60 DAYS. AIRPORTS WITHOUT THE POWER LINE WORKING.
PEOPLE NEED TO PAY ATTENTION MORE
PEOPLE NEED TO VISUALLY CHECK FUEL TO KNOW HOW MUCH FUEL THEY HAVE FOR INTENDED FLIGHT OR FLIGHTS.
PEOPLE NOT KNOWING HOW TO COMMUNICATE THROUGH OUT THE SYSTEM.
PEOPLE SHOULD FOLLOW STANDARD PATTERNS NEAR AIRPORTS
PEOPLE WANDERING FROM AIRCRAFT TO TERMINALS
PEOPLE WHO DON'T REPORT THEIR POSITION OR INTENTION IN THE TRAINING AREA, ESPECIALLY HERE IN [LOCATION A].
PEOPLE WHO PUT UP CELLULAR ANTENAS PUT THEM UP JUST BELOW THE POINT AT WHICH THEY HAVE TO PUT A LIGHT ON THEM (AND THEY ARE THEN RESPONSIBLE). THEY ARE EVERYWHERE AND RARELY LIT. IN MY WORK, I GO EVERYWHERE AND ENCOUNTER MANY UNLIT ONES. THERE SHOULD BE A
PEOPLE WITH VISAS TAKING FLYING LESSONS AND THE FLIGHT SCHOOLS SHOULD HAVE BETTER SECURITY SYSTEMS
PERHAPS IN CORRECT INSTRUCTION FROM ATC,
PERTAIN TO INT'L FLYING, PARTICULAR TO RVSM FLIGHT LEVELS - REASON IS PEOPLE ARE NOT USED TO THE DIFFERENT FLIGHT LEVELS AS THEY ARE IN OVERSEAS,
PHONETTICALY LETTERING KAND Q SOUNDS THE SAME: KABEC,KILO,QILO.
PHRASEOLOGY ON CLEARANCES, FOR EXAMPLE, RUNWAY HEADING VECTOR.
PICTURE IDENTIFICATION SCENARIO ON BACKGROUND. THINK DRIVERS LICENSCE SHOULD BE SUFFICIENT TO AGENCIES.
PILOT COMMUNICATION (UNICOM) AT UNTOWERED AIRPORTS. MORE AWARENESS OF WEIGHT AND BALANCE LIMITATIONS IN GENERAL AVIATION AIRPLANES.
PILOT CONFUSION OVER RIGHT OF WAY DURING CALM CONDITIONS, HAS A TETRAHEDRON INSTEAD OF A WIND CONDITIONS, NEED TO NOT USE THE TETRHDRON WHEN CONDITIONS ARE NOT CALM , FAA IS NOT USING GOOD RADIO PROCEDURES
PILOT DO NOT GIVE GOOD ANNOUCEMENT WHEN APPROACHING THE TOWER PILOT DO NOT TAKE FLYING SERIOSLY THEY THINK LIKE JUMPING INTO A CAR
PILOT FATIGUE
PILOT FATIGUE

GD3A
PILOT FATIGUE IS SOMETHING THAT SHOULD BE LOOKED INTO
PILOT FATIGUE, OR FLYING WHEN TIRED. FLYING AIRPLANES THAT ARE NOT AIR WORTHY WITH EQUIPMENT NOT FUNCTIONING AND KNOWINGLY FLYING ILLEGALLY TO GET THEIR JOB DONE.
PILOT FATIGUE...EXTEND RADAR COVERAGE OFF [LOCATION A]...POSITIVE CONTROL IN THESE AREAS.
PILOT IDENTIFICATION SYSTEM, WHETHER PILOT IS IN FAVOR OF IT OR IF A SYSTEM NEEDS TO BE DEVELOPED. AND THE ISSUE OF TAKING FIRE ARMS CONCERNING HUNTERS. NEED TO HAVE A SYSTEM INVOLVING PILOT CERTIFICATION. PIC BEING ABLE TO CARRY A FIRE ARM IN GENERAL AV
PILOT LICENSES SHOULD HAVE PILOT'S PHOTO AND FINGERPRINT, THIS IS SECURITY CONCERN
PILOT MUST ASK SPECIFICALLY FOR ALL NOTAMS EVEN THOSE PUBLISHED
PILOT NOT BRIEFED WHEN PILOT'S USE INSTRUMENT APPROACH ON A DIFFERENT FREQUENCY THAN [NAME] TO AVOID A SITUATION AT A UNCONTROLLED AIRPORT
PILOT PROFICIENCY, PERSONAL WEATHER MINIMUMS, SHOULD ASK QUESTIONS ABOUT PILOTS' PHYSICAL CAPACITY AND MENTAL STATE.
PILOT REST AND SLEEP. ABOUT CREW REST AND IF THEY WERE UP TO FLIGHT. FATIGUE.
PILOT TRAINING IN BOTH CONTROLLED AND UNCONTROLLED AIRPORTS IN REGARDS TO FLYING PATTERNS
PILOT TRAINING SHOULD INCLUDE GPS USE.
PILOTS (VFR) FLYING INTO IMC CONDITIONS, MORE QUESTIONS IN THIS AREA, MORE EMPHASIS.
PILOTS ARE NOT BEING INFORMED IN ENOUGH TIME FOR HAVING RECEIVE TFR.
PILOTS ARE NOT FULLY EDUCATED REGARDING TFR'S, WHERE IT APPLIES, FOR EXAMPLE, [LOCATION A], [LOCATION B]
PILOTS ARE NOT UNDERSTANDING THE CONTROLLER'S INSTRUCTIONS. FAA CAN'T DEVISE RULES AND REGULATIONS FOR THE CONTROLLER'S AND THE PILOTS TO UNDERSTAND. FAA JUST PUTS IT ON THE TABLE AND SAYS HERE IT IS DO WHAT YOU HAVE TO DO WITH IT. FAA SHOULD GIVE CONTR
PILOTS' CONTROLLER COMMUNICATION AS IT RELATES TO FREQUENCY CONGESTION.
PILOTS DO PARTICIPATE IN THE SYSTEM NOT HAVING TRANSPONDER OR RADIO ON AND JUST FLYING WITH NO CONTACT SYSTEMS ON.
PILOTS EXPERIENCE WHEN FLYING A PARTICULAR TYPE AND MODEL OF AN AIRPLANE
PILOTS FLYING IN TO NON-TOWERED AIRPORTS DO NOT COMMUNICATE WHAT THEY ARE PLANNING TO DO.
PILOTS MAINTAIN CURRENTCY TO BE MORE PROFIENT IN MAINTAIN THE PROPER UNDERSTANINGTHE AIRPLANE INSTEAD JUST 1HOUR EVERY 6 MONTHS
PILOTS NEED TO PAY MORE ATTENTION TO OTHER PLANES IN HIGH DENSITY AREAS
PILOTS NEED TO PRE-FLIGHT THEIR PLANES BETTER BEFORE TAKING OFF; SHOULD BE TRAINED BETTER.
PILOTS NOT BEING INFORMED OF IMMEDIATE SAFETY CHANGES. INFORMATION NOT BEING TRANSMITTED PROPERLY!
PILOTS NOT COMPLYING WITH TRAFFIC PATTERNS
PILOTS NOT FOLLOWING THE PROPER PROCEDURE FOR ENTERING TRAFFIC PATTERNS AT UNCONTROLLED AIRPORTS
PILOTS REALLY NEED TO BE AWARE OF THE TFR'S (TEMPORARY FLIGHT RESTRICTIONS) WHICH CAN BE CHANGED DAILY AND PILOTS MIGHT NOT KNOW ABOUT, ESPECIALLY WITH THE TERRORIST WARNINGS. A RURAL PILOT FLYING INTO A METROPOLITAN ENVIRONMENT MIGHT NOT BE AWARE OF THES
PILOTS SHOULD BE ASKED ABOUT PRE-FLIGHT INSPECTIONS, MANY AVIATION INCIDENTS OCCUR BECAUSE A PROPER PRE-FLIGHT INSPECTION WAS NOT DONE.

GD3A
PILOTS SHOULD BE BETTER TRAINED IN COMMUNICATING WITH ATC
PILOTS WHO ARE ABSENT MINDED OR SIDE TRACKED OR LAX ABOUT MAINTENANCE ITEMS.
PILOTS WHO DO NOT REALLY MEET THE ABILITY OF SPEAK OR UNDERSTAND ENGLISH BECAUSE IT EFFECTS THE AIRSPACE AND COMPROMISES SAFETY.
PILOTS WHO DONT HAVE RADIOS WHEN FLYING AT UNCONTROLLED AIRPORTS MAY CAUSE POTENTIALLY DANGEROUS SITUATION WHILE AIRBORN IN THE TERMINAL AREA BECAUSE THEY DON'T KNOW WHAT EACH OTHER ARE DOING. ALSO, FOREIGN PILOTS, YOU CAN'T UNDERSTAND WHAT THEY ARE SAYIN
PILOTS WHO FLY AT UNCONTROLLED ADHERE TO THE PUBLISHED PATTERNS
PILOTS WITH ACCESS TO RUNWAY ARE NOT PROPERLY TRAINED; SAFETY ISSUES IN CROSSING RUNWAYS NOT HAVING CLEARANCE
PILOTS WORKING LONG HOURS
PILOTS WORRY ABOUT TERRORISM IN GENERAL AVIATION TO HAVE BETTER SECURITY MEASURE
POOR QUALITY OF TRAINING WITH FAA. UPGRADE TRAINING PROGRAMS.
POOR RADIO SKILLS BY AIR TRAFFIC CONTROLLERS WHICH CAUSES ATC CONGESTION.
POORLY TRAINED PILOTS
POP UP TFR'S, IMPOSSIBLE TO KEEP UP. TFR'S SERVE NO PURPOSE IN THE [AREA A] OF THE US. I THINK THEY SERVE NO PURPOSE.
POSTION REPORT IN UNCONTROLLED FIELD INACCURATE.
PRE DEPARTURE CLEARANCE READBACKS AND CLARITY.
PREFLIGHT BRIEF ON GETTING ACCURATE INFORMATION
PRE-FLIGHT CHECKS IN GENERAL
PREFLIGHT DECISION MAKING PROCESSES - RISK ANALYSIS OR ASSESSMENT
PRESSURE OF THE EMPLOYER TO COMPLETE THE FLIGHT OR TO MAKE A FLIGHT. SURVEY DID NOT GO INTO THE DEPTH, I THOUGHT IT WOULD. 60 DAYS TO LOOK AT WAS NOT LONG ENOUGH TO LOOK ESPECIALLY AT THIS TIME OF YEAR - SUMMER WITHOUT WEATHER PROBLEMS.
PRESSURE ON PILOTS TO FLY AIRCRAFT THAT DO NOT MEET FAA AIRWORTHINESS
PRESSURE PUT ON PILOTS TO TAKE OFF BY PASSENGERS
PRESSURE TO FLY AIRCRAFT THAT HAVE GROUNDING WRITE-UPS. SOMETHING THAT HAS GROUNDING WRITE-UPS IN THE LOG BOOK AND THEY WANT YOU TO FLY IT TO MAINTENANCE INSTEAD OF HAVING MAINTENANCE COME TO YOU AND BEING TOLD NOT TO PUT IT IN THE BOOK.
PRESSURIZATION DIFFICULTIES
PRIMARILY [AIRCRAFT A] NOT [AIRCRAFT B]
PRIVITIZATION OF FAA CAUSES CONCERN, LOSS OF LOCAL FLIGHT SERVICE STATION
PROBLEM OF TEMPORARY FLIGHT RESTRICTIONS THERE ARE NOT UPDATING SYSTEMS OR BREIFING PILOT ABOUT THE GROWING PROBLEM
PROBLEM WITH PEOPLE NOT CHECKING THE FUEL
PROBLEM WITH THE AIRPORT IN [LOCATION A]. SO PILOTS FLY TO [AIRPORT X] TO WAIT IN THE AIR FROM 30 MINUTES TO 1 HOUR TO GET CLEARANCE TO LAND. THE AIRPORTS ARE HANDLING TO MUCH TRAFFIC.
PROBLEM: CONSTANT CONFLICT WITH AIRCRAFT FLYING BELOW 500 FEET. ALSO, ATC IS HARD TO CONTACT FOR IN/OUT CLEARANCES AT [AIRPORT X].
PROBLEMS SUCH AS FOCUS ON LICENSE REQUIREMENTS ESPECIALLY IN AREAS OF THE COUNTRY WHERE THERE ARE PERSISTIENT IFR CONDITIONS.

GD3A
PROBLEMS WITH DIFFERENT AIRSPACE AND COMMUNICATIONS IN GENERAL AND KNOWLEDGE PERTAINING TO AIRPORT SIGNS.
PROBLEMS WITH NOTAMS, INCONSISTANT, NOT LOCATED ON ANY CHARTS. ALSO DUATS IS TO HARD TO UNDERSTAND, IT'S LIKE JIBBERISH.
PROBLEMS WITH TAIL-WHEEL AIRCRAFTS STAYING ON THE RUNWAY
PROBLEMS WITH THE NEW TFR'S. THEY POP UP ALL OVER THE PLACE AT VARIOUS TIMES AND THEY ARE UNCHARTED.
PROCEDURES FOR [AIRCRAFT TYPE A] ARE NOT THAT VERY CLEAR AT AIRPORTS. THERE ARE ALSO NO PUBLICATIONS FOR CERTAIN [AIRCRAFT TYPE A].
PROCEDURES OF CHANGES OF ROUTE IN HIGH-DENSITY SITUATIONS. I WOULD LIKE TO SEE ATC CONTROLLERS REQUIRED TO GIVE PHONETIC IDENTIFICATION OF THE NEW FIX. IF THEY SPELL IT A LITTLE FUNNY YOU CAN BE DISTRACTED TRYING TO FIND THE MEANING OF THE FIX THEY GAVE.
PROCESS OF AIR TRAFFIC CONTROL FOR POSITION AND CONTROL BEFORE RUNWAY TAKEOFFS
PROFESSIONAL AND ATTITUDE OF ATC. SOME COURTESY
PROHIBITED AREA OF PENETRATION
PUT MORE EMPHASIS ON NIGHT SAFETY FLYING/TRAINING OR ABOUT STRICTER RULES ON NIGHT FLYING
QUALITY OF ATC AT LOCAL AIRPORTS. KEEP CHANGING CONTROLLERS.
QUALITY OF ATC CONTROLLERS. ONE PARTICULAR CONTROLLER AT A CLASS D TOWERED AIRPORT. AT [AIRPORT X]. CURRENCY ISSUES WOULD BE GOOD TO ASK ABOUT. ALSO, RENTED AIRCRAFT AND SAFETY ISSUES PERTAINING TO IT ARE CRITICAL.
QUALITY OF TOWER PERSONNEL
QUALITY OF WEATHER INFORMATION; MORE TIMELY INFORMATION, BETTER WEATHER DISPLAY INFORMATION AND ATC CONGESTION AND CONTROLLER READBACK INFORMATION.
QUESTION ABOUT DO PILOTS USE CTAF AT UNCONTROLLED AIRPORT
QUESTION SHOULD BE "HOW MANY TIMES YOU'VE BEEN WITHIN 2 MILES OF ANOTHER AIRCRAFT UNDER ATC CONTROL THAT YOU WERE NOT INFORMED OF THE OTHER TRAFFIC."
QUESTION SHOULD BE ASKED HOW OFTEN HAVE YOU BEEN ISSUED INCORRECT INSTRUCTIONS FROM CONTROLLERS. ALSO ASK WHEN A PILOT FLIES VFR HOW MANY HOURS IN THE LAST 60 DAYS DO THEY USE FLIGHT FOLLOWING.
QUESTION: GAT4: THE TRANSMISSION FROM ATC WAS BLOCKED BY A TRANSMISSION FROM ANOTHER AIRCRAFT DUE TO FREQUENCY CONGESTION. FREQUENCY CONGESTION DURING ADVERSE WEATHER CONDITIONS CAN BE A PROBLEM.
QUESTIONS ABOUT ALCOHOL IN THE COCKPIT SHOULD BE A BIG CONCERN AND THAT .04 SHOULD NOT BE ALLOWED.
QUESTIONS ABOUT COMMUNICATING TO PILOTS ABOUT POP UP RESTRICTED AIR SPACE
QUESTIONS ABOUT CONGESTION AND ATC. IT'S BEEN EASIER SINCE 9/11 THERE ARE FEWER PLANES
QUESTIONS ABOUT HOW MANY FLIGHTS WHERE THERE ARE NO COMMUNICATION OUTLETS AND NO WEATHER AVAILABLE.
QUESTIONS ABOUT PILOT HEALTH AT THE TIME OF FLIGHT. FATIGUE, DID NOT FEEL WELL, UNDER STRESS, THESE THINGS AFFECT PERFORMANCE.
QUESTIONS ABOUT SIMULATED INSTRUMENT FLYING, HOW MANY HOURS, ETC.
QUESTIONS ABOUT TFR THAT ARE DEPICTED, CAUSING ME TO FLY IFR ALL THE TIME
QUESTIONS ARE THINGS WHICH MAY HAPPEN ONCE IN LIFETIME. IF THE RESEARCH WOULD COVER AT LEAST A YEAR OR LONGER. TRAFFIC SEPARATION UNDER FLIGHT FOLLOWING, DID YOU SEE NEARBY TRAFFIC CALL OUT, IFR DID YOU SEE CONFLICTING TRAFFIC AT ANY TIME, AIRPLANE WITH

GD3A
QUESTIONS LIKE HOW MANY TIMES WERE YOU RE-ROUTED INFLIGHT, GIVING AN UNPUBLISHED STANDARD ROUTING
QUESTIONS ON PROFICIENCY. MOST IMPORTANT.
QUESTIONS ON T-CAS SYSTEMS AND SYSTEM X; TIMES ENCOUNTERED AIR TRAFFIC AND NOT BEEN PROMPTED T-CAS; SURVEY PERIOD OF TIME IS NOT LONG ENOUGH; RESPONSE WOULD BE DIFFERENT IN A LONGER TIME SPAN.
QUESTIONS ON THE QUALITY OF TOWER-BASED AIR TRAFFIC CONTROL, AND ALL EN ROUTE AIR TRAFFIC CONTROL
QUESTIONS REGARDING CONGESTION IN THE SAME AREA OR AIRSPACE.
QUESTIONS RELATED TO CONTROLLER TRAINING AND CONTROLLER TOWER STAFFING LEVELS
QUESTIONS RELATED TO THE TCAS SYSTEM
QUESTIONS RELATING TO TFR - TEMPORARY FLIGHT RESTRICTION - HAVE BECOME VERY IMPORTANT SINCE DATE X.
QUESTIONS SHOULD BE ADDRESSED WITH REGARD TO PILOT'S HEALTH OR RECENT ILLNESSES, WHEN THEY HAD LAST TAKEN ALCOHOL BEFORE A FLIGHT, ANY STRESS SUFFERED BY PILOT IN LAST 60 DAYS DUE TO EMOTIONAL EVENTS SUCH AS DIVORCE, FAMILY BERIEVEMENT,OR JOB LOSS.
QUESTIONS SHOULD BE ASKED ABOUT PILOT ERROR AND INSTRUCTOR ERROR.
QUESTIONS WITH "YES" RESPONSES SHOULD BE PROBED IN DETAIL. FOR EXAMPLE, AWOS SYSTEM: FREQUENCY INTO [AIRPORT X]: FREQUENCY BLEEDS FROM ANOTHER NEARBY AIRPORT BLOCKS. INTERFERS WITH WEATHER TRANSMISSIONS FROM [AIRPORT X].
R BELIEVES THE TIME FRAME OF THE SURVEY IS TOO SHORT AND THE SCOPE OF THE STUDY IS TOO NARROW.
R DOES NOT LIKE RUN WAY LIGHTS THAT HAVE TO BE TURNED ON BY RADIO TRANSMISSIONS.
R HAVE CONCERNS ABOUT THE NEW RESTRICTIONS THAT ARE NOT ON THE CHARTS.
RADAR COVERAGE AT NON-FEDERAL TOWER AIRPORTS.
RADAR COVERAGE IN CLASS D AIRPORTS
RADIO AND RADAR COVERAGE SHOULD BE SURVEYED FOR DIFFERENT PARTS OF THE COUNTRY.
RADIO COMMUNICATION AT MY AIRPORT IS ENCOURAGED BUT NOT REQUIRED. PILOTS SHOULD USE IT.
RADIO COMMUNICATION FREQUENCIES
RADIO COMMUNICATIONS AND PROCEDURES
RADIO COMMUNICATIONS AT UNCONTROLLED AIRFIELDS
RADIO COMMUNICATIONS IN GENERAL, IT'S SOMETIMES SLOPPY, IT'S EVIDENT AMONG EVERYONE...ALSO, WE DON'T CALL TRAFFIC IN SIGHT, WE THINK IT DOES NOT ADD TO SAFETY, ATC DOES NOT NEED TO BE ABDICATED OF IT'S RESPONSIBILITIES.
RADIO CONGESTION IS A BIG PROBLEM
RADIO CONGESTION, ATC MAKING MORE CONVERSATION THAN NECESSARY
RADIO CONGESTION. OVERLOADING OF ATC IS A FACTOR.
RADIO DISCIPLINE, PILOT AND CONTROLLER
RADIO FREQUENCIES. WE HAVE BEEN OVERLAPPING FACILITIES. CAN HEAR TWO SEPARATE FACILITIES SPEAKING AT THE SAME TIME ON SAME FREQUENCY.
RADIO FREQUENCY CONGESTION AT UNCONTROLLED FIELDS. ALSO, BETTER PASSING ALONG OF INFORMATION TFR'S.
RADIO OPERATIONS AROUND UNCONTROLLED AIRPORTS

GD3A
RADIO TRANSMISSION
RADIOS SHOULD BE A MUST FOR ANY AIRCRAFT ENTERING OR DEPARTING ANY FIELD NO MATTER IF PORTABLE OR NOT. SOME PEOPLE FLY ANTIQUE TAIL DRAGONS WITH NO RADIO AND USE VISUAL ONLY. GO UP TO 5200 FEET AND COME IN WITH NO PRE ANNOUNCED INTENTIONS. SAGETY ISSUE!
REACTION TO TERRORIST ACTIVITIES; AIR CARRIERS RESPONSE TO TERRORIST; WHAT TO DO; GUIDANCE ON WHAT TO DO IN A 9/11 SITUATION.
READBACKS FROM PILOTS TO ATC, ATC CONTROL IS INFLEXIBLE, SEVERAL TIMES TRY TO FLY PILOTS TO DANGEROUS SITUATION TO MAKE THE TRAFFIC CONTRL EASIER TO CONTROL. THEY FORGOT THAT PILOTS KNOW WHAT IS THE BEST FOR THEM.
RECEIVING CLEARANCE TO ENTER A RUNWAY WHEN THERE IS OTHER AIRCRAFT IN THE SAME RUNWAY.
RECENCY OF EXPERIENCE.
RECENT PILOT TRAINING, I BELIEVE THERE ARE PILOTS WHO ARE PROBABLY FLYING ILLEGALLY, NOT PROPERLY LICENSED.
RECENTLY I HAVE NOTICED MORE STRUCTURES ARE BEING BUILT CLOSER TO THE ACTIVE RUNWAYS AND IN EXCESS OF 2 STORIES HIGH. THESE STRUCTURES CAUSE TURBULENCE DURING WINDY CONDITIONS IN THE LANDING AREAS.
RECENTLY ISSUED SAFETY RELATED TFR'S ARE SOMETIMES CONFUSING
RECREATIONAL USE OF AIR SPACE
RECURRENCY TRAINING, BEYOND THE BIENNIAL
REDUCTION OF FLIGHT SERVICE STATIONS AND AIRPORTS CAUSES PROBLEMATIC AREAS
REGULATORY VERBAGE OF FAR PART 91 - WORK ON CLARIFYING IT FOR THE PILOTING PUBLIC. FAA TEMPORARY FLIGHT RESTRICTIONS - GRAPHICALLY PUBLISH WHERE LATITUDE AND LONGITUDE ARE USING A CARTOGRAPHER FOR US. PRIVATIZATION OF THE AMERICAN AVIATION AIR TRAFFIC
REFERENCE TO TCAS WEATHER TRAFFIC IS CALLED OUT, ARE CONTROLLERS NOT GIVING INFORMATION, GOING INTO [LOCATION A] ALL VFR IS STILL IN YOUR CONTROL SPACE AND NO ONE IS CALLING OUT LOCATIONS, [LOCATION B] HAS WEATHER RADAR AND THERE MAY BE 20,000 FEET CLOUD
REFERRING TO [AIRPORT A] IN [LOCATION A]. [LOCATION B] FOR RECREATIONAL FLYING. NOT OFFICIALLY CLOSED, BUT [ORGANIZATION] WOULD LIKE IT TO BE CLOSED SO THEY TOOK DOWN THE WIND SOCK. IS ALSO AN EMERGENCY STRIP.
REGARDING INSTRUMENT APPROACH BOOK - FIELDS ARE NOT LISTED IN ACCURATE ORDER
REGARDING THE AVIATION VFR CHARTS - TERRAIN ELEVATIONS ARE SHADOWED. THIS DARKENS THE TEXT AND MAKES THEM MORE DIFFICULT TO READ
REGULATION ISSUE FLIGHTS OVER GATHERING OF 30, 000 PEOPLE OR MORE,
REGULATIONS ON ANIMALS IN PASSENGER COMPARTMENTS. WE SHOULD NOT HAVE THEM IN THE PASSENGER AREAS.
RELATED TO PROPER TRAFFIC PATTERN ENTRY IN THE VACINITY OF UNCONTROLLED AIRPORTS.
RELIABILTY OF THE RADIOS, ON THREE DIFFERENT PLANES YOU HAVE HAD THE RADIO GO OUT AND THEN COMEBACK
RELIANCE ON AUTOMATED WEATHER OBSERVING AS OPPOSED TO HUMAN OBSERVATIONS.
RENAMING OF VORS, IN FLIGHT REVISION TO YOUR ROUTING, CHANGING THE NAME OF THE NAVAIDS IS A BIG MISTAKE, PROBLEM WITH REDUCED VERTICAL SEPARATION LIMITS.
REPORTABLE INCIDENTS WHERE THERE ARE NO ACTIONS TAKING. SO STRICT ON MEDICAL BUT PEOPLE CAN SHOW UP BELOW MINIMUM AND NOTHING IS DONE. HAVE YOU HAVE ANY INCIDENTS THAT WERE REPORTED AND NOTHING WAS DONE.

GD3A
REPORTING OF VISIBILITY, NEEDS MORE CLARIFICATION FOR SOME PEOPLE, AND THAT'S ONE OF THE REASONS I HAVE HIGHER FLIGHT STANDARDS.
REQUIREMENTS FOR CURRENCY
REQUIRES MORE PRECISE ATTENTION BY AIR TRAFFIC CONTROLLERS AT MULTIPLE RUNWAY CONTROLLED AIRPORTS.
RESPONDENT BELIEVES THERE SHOULD BE FREQUENCIES IN LARGER METROPOLITAN AREAS LIKE [LOCATION A], [LOCATION B], [LOCATION C], AND [LOCATION D]
RESPONDENT HAS CONCERNS ABOUT TRAFFIC SITUATIONS AROUND AIRPORTS IN REGARDS TO STUDENT PILOTS.
RESPONDENT IS CONCERNED ABOUT AIRPLANE SECURITY. SAYS RESPONDENT'S AIRPLANE CAN BE OPENED AND STARTED WITH A POCKET KNIFE.
RESPONDENT IS IN FAVOR OF HAVING GUNS IN THE COCKPIT. HE BELIEVES THAT GUNS ARE THE BEST DETERENT WE HAVE.
RESPONDENT WANTS THE END OF TFR'S. THIS WAS IMPLEMENTED AFTER 9/11.
REST - FLYING TIRED. IT'S DIFFICULT TO GET YOUR INTERNAL CLOCK TURN AROUND TO ADJUST TO TIME ZONES.
REST REQUIREMENTS.
RESTRICTED AIR SPACE ISSUES
RESTRICTED AIR SPACE SHOULD BE CLEARLY DESIGNATED
RESTRICTED AIR SPACE-INFO SHOULD BE UPDATED AND ISSUED IN A BETTER WAY, THERE IS NO SINGLE SOURCE.
RESTRICTED AREAS ARE A CONCERN. I WOULD AVOID THE RESTRICTED AREAS WHEN FLYING, BUT THERE ARE NO SIGNS TO TELL YOU WHERE THEY ARE, IT IS HARD TO GET THROUGH TO ATC.
RESTRICTED AREAS CAN BE A LITTLE CONFUSING.
RESTRICTED AREAS, FOR EXAMPLE, TEMPORARY FLY ZONES - WOULD LIKE TO KNOW OF A SIMPLER WAY TO FIND THEM.
RESTRICTION ON SMALL AIRCRAFT DUE TO 9/11.
RESTRICTIONS AROUND [LOCATION A].
RESTRICTIONS ON CERTAIN AREAS WE CAN'T FLY. FAA POOR COMMUNICATION WHERE A PILOT DOESN'T KNOW HE IS IN RESTRICTED SPACE. MAINTAINING CURRENCY OF ABILITY OF PILOTS IS A PROBLEM.
REVIEW AIRPORTS THAT FORMERLY HAD CONTROL TOWERS FOR CONSIDERATION OF REESTABLISHING CONTROL TOWERS DUE TO INCREASED GENERAL AVIATION ACTIVITY SINCE TOWERS WERE CLOSED.
REVISE CERTIFICATION REQUIREMENTS FOR AIRBORNE EQUIPMENT SO THAT PRICING IS REASONABLE FOR COMMON MAN TO AFFORD. REVISE LIABILITY LAWS FOR SAME AFFECT.
RUNWAY CONFIGURATION CAN BE A PROBLEM WHEN PILOT CANNOT SEE ONCOMING TRAFFIC ON INTERSECTING RUNWAY.
RUNWAY ENCROACHMENT IS ALWAYS AN ISSUE OF CONCERN, POSSIBLE PHASING OUT VOR'S
RUNWAY INCURSION
RUNWAY INCURSION HAPPING A LOT WITH BAD TOWER INFORMATION.
RUNWAY INCURSION IS A GOOD QUESTION...
RUNWAY INCURSION MADE IN AN UNCONTROLLED FIELD...RUNWAY INCURSIONS NOT AWARE.
RUNWAY INCURSION MORE QUESTIONS
RUNWAY INCURSION SAFETY

GD3A
RUNWAY INCURSION WERE NOT ALL ASKED
RUNWAY INCURSIONS
RUNWAY INCURSIONS - CAPABILITY TO ALERT AIRPORT AIRCREW AND GROUNDCREW TO DETECT AIRWAY INCURSIONS.
RUNWAY INCURSIONS - PHASEOLOGY AND PROCEDURE IN USE, THE AIR TRAFFIC CONTROLLER IS ASKING THE PILOT TO USE A CHART WHILE IN ROLLOUT MODE (DURING THE LANDING PHASE), A CRITICAL TIME. ATC USES A LETTER IDENTIFIER IN ORDER TO BUILD A LEGAL CASE.
RUNWAY INCURSIONS IN MULTIPLE RUNWAYS.
RUNWAY INCURSIONS, MAJOR SAFTY ISSUE.
RUNWAY INCURSIONS, WHY CAN'T RUNWAYS HAVE LIGHTS LIKE ON THE STREET - YELLOW, RED AND GREEN LIGHT.
RUNWAY INCURSIONS.
RUNWAY INCURSIONS.
RUNWAY INCURSIONS.
RUNWAY INCURSIONS. NEED QUESTIONS ABOUT CLASS B AIRSPACE. HAVE YOU ATTEMPTED TO ENTER CLASS B AIRSPACE AND WERE YOU REJECTED? HAVE YOU REQUESTED TO PRACTICE AN INSTRUMENT APPROACH IN CLASS B AIRSPACE AND BEEN REJECTED? DO YOU FEEL THAT YOUR RECREATION
RUNWAY INCURSIONS...ATC VOCABULARY: IT'S WAY TOO LIMITED, CONTROLLERS CAN ONLY SAY CERTAIN THINGS; IF IT'S NOT IN THE FAA VOCABULARY, THEY CAN'T TELL US. [AIRCRAFT TYPE A] ARE UNIQUE AND THEY CAN ONLY SAY CERTAIN THINGS...COMMUNICATIONS SYSTEMS
RUNWAY LIGHTS ARE ACTIVATED WITH A UNICOM FREQUENCY, SOME EXCEPTIONS REQUIRE SEPERATE FREQUENCY. SUGGESTION ALL SHOULD BE ACTIVATED BY UNICOM.
RUNWAY MARKINGS, HOLD SHORT SIGNS, ETC. RUNWAY MARKINGS ARE VERY POOR AT SEVERAL AIRPORTS ESPECIALLY AT SMALLER, UNCONTROLLED, MULTIPLE RUNWAY AIRPORTS. FREQUENCY CONGESTION IN BUSIER AREAS OF COUNTRY LIKE AROUND [LOCATION A], [LOCATION B], [LOCATION C],
RVSM - RESPONDENT SAID THIS REALLY NEEDS TO BE IMPLEMENTED.
RVSM-IMPLEMENTED TOMORROW.
RVSM-REDUCING VERTICAL SEPARATING MINIMUMS; MANUVERING PLANES VERTICALLY CLOSER TOGETHER (MOVING FROM 2,000 FEET TO 1,000 FEET). MY CONCERN IS WAKE TURBULENCE.

GD3A
SAFETY AND ENTRY INTO AIRPORT TRAFFIC PATTERNS.
SAFETY AS A WHOLE; POOR EDUCATION PROCESS FOR PILOTS AND PERSONNEL; THE MORE SERIOUS PROBLEMS ARE NOT ADDRESSED; DEDICATION TO AVIATION SAFETY INSTEAD OF GROUND SAFETY IS NOT THERE.
SAFETY ISSUES MORE CONCERNED ABOUT NOT SO MUCH WEATHER RELATED AS THE MAINTENANCE OF THE [AIRCRAFT TYPE A]. FDOS-THEY NEED TO EDUCATE MORE LICENSED PILOTS IN CFI.
SAFETY ON THE GROUND WHEN LANDING. IS THERE SECURITY TO WATCH THE GENERAL AVIATION PILOTS' PEOPLE WALKING AROUND AND NOT PILOTS. PILOTS ARE GETTING PROPER TREATMENT FROM TOWER CONTROLS.
SAFETY PROBLEMS IN HIGH DENSITY AREAS WITH ATC COMMUNICATIONS. SOMETIMES THE COMMUNICATIONS ARE SO FAST THAT YOU LOSE SOME OF THE COMMUNICATION OR INSTRUCTIONS. [AIRPORT X] HAS PROBLEMS WHERE YOU HAVE TO START DODGING VFR TARGETS.
SAFETY QUESTIONS, TEMPORARY FLIGHT RESTRICTION (TFR) ESPECIALLY IN [LOCATION A]. NEED MORE UPDATES ABOUT TFR.
SAFETY RELATED QUESTIONS; PILOT FATIGUE, COCKPIT RESOURCE MANAGEMENT, ATC UTILIZATION.
SAFETY: RUNWAY INCURSION- HOW MANY TIMES HAS A PILOT GONE INTO POSITION AND HELD BEFORE THE OTHER AIRPLANE IS OFF THE RUNWAY AT A NONCONTROLLED AIRPORT
SCUDD RUNNING - DONT HAVE VFR CONDITIONS. A LOT OF VFR PILOTS WILL DO A 100 FEET OF DECK.
SEAT POSITION MALFUNCTION
SECURITY AIRPORT AND AIRCARRIER.
SECURITY AT FBO'S IS VERY TIGHT, SECURITY FOR SHARE OWNERS IS VERY POOR, NON-STANDARDIZATION OF SECURITY
SECURITY AT THE FACILITY THAT YOU FLY OUT OF, MORE SECURITY THERE.
SECURITY FOR GENERAL AVIATION ON THE RAMPS
SECURITY- I THINK IT NEEDS TO BE STEPPED UP, SECURITY AT THE AIRPORTS BECAUSE OF THE TERRORIST ATTACK THREATS.
SECURITY IN SMALL AIRPORTS
SECURITY ISSUES FOR SCREENING PASSENGERS AND PILOTS, VERY EASY TO COMPROMISE SAFETY, FPO'S SHOULD BE MORE RESPONSIBLE.
SECURITY MATTERS WITH LIGHT AIRCRAFT
SECURITY ON PLANES AS FAR PART 91 PILOTS
SECURITY ON THE FIELD. BASICALLY ANYBODY CAN GET ON PRIVATE FIELD, WEATHER PILOT OR NOT.
SECURITY RELATED ISSUES.
SECURITY.
SEEING TRAFFIC WITHOUT ATC NOTIFYING YOU. STUDENT ACCIDENTS, DO YOU EXPERIENCE ANY VIOLATIONS OF TFR'S.
SELF ANNOUNCING AT AN UNCONTROLLED AIRPORT
SEPARATION OF [AIRCRAFT TYPE A] FROM [AIRCRAFT TYPE B] WHILE WITHIN 5 MILES OF ATC TOWER/PARTICULARLY ON INBOUND AND OUTBOUND LEGS.
SEQUENCING AT TOWER CONTROLLED AIRPORTS
SERVICE CALL FLIGHT FOLLOWING IS FREQUENTLY NOT AVAILABLE SO YOU HAVE TO CIRCUMVENT CLASS B AIRSPACE AND THAT FLIGHT BECOMES MORE DIFFICULT. TFR'S SHOULD BE SHOWN ON THE SECTIONALS OR AVIATION MAPS.

GD3A
SEVERAL OCCASIONS IN LAST 60 DAYS YOU HAVE SEEN AND AVOIDED AIRCRAFT THAT RADAR CONTROL DID NOT HAVE ON THEIR SCREEN. AND THEY SHOULD HAVE BEEN PICKED UP, IF WE COULD THEY COULD.
SHOULD ASK ABOUT SECURITY MORE.
SHOULD ASK IF PILOT HAS CRASHED
SHOULD ASK QUESTION: WAS ANY INFORMATION MADE AVAILABLE ABOUT A SIMILAR MECHANICAL FAILURE THAT HAPPENED TO SOMEONE ELSE? I WANT TO KNOW MORE INFORMATION ABOUT THE CAUSE OF OTHER PEOPLES' ACCIDENTS. FAA SHOULD SEND MORE INFORMATION.
SHOULD ASK QUESTIONS ABOUT BEING PRESSURED TO FLY DUE TO BEING THREATENED TO FLY
SHOULD ASK QUESTIONS ABOUT THE CONTROLLER WORK-LOAD AND OBTAINING ATC CLEARANCE THROUGH CLASS BRAVO.
SHOULD ASK WEIGHT AND BALANCE QUESTIONS
SHOULD ASK: HOW MANY OF YOUR FLIGHTS ARE DERIVED FROM AN AIRPORT THAT DOES NOT HAVE A CONTROL TOWER
SHOULD BE A STANDARD ESTABLISHED BY THE FAA ON HOW CONTROLLERS USE THEIR MICROPHONES. SOME OF THEM USE THEM INCORRECTLY CAUSING PILOTS TO HAVE TO CONTINUALLY ADJUST THEIR VOLUME CONTROLS, CAUSING MISCOMMUNICATIONS.
SHOULD BE MORE INFORCEMANT: RAMP CHECKS PILOT DON'T HAVE A GOOD REPOR WITH FAA INSPECTOR R THINKS THAT A BIG SAFETY ISSUE AS FAR AS PILOTS REPORTING PROBLEMS
SHOULD BE MORE OR EXPLICIT ABOUT TFR'S, THEY COME OUT OF NOWHERE AND THERE IS NO WARNING IT CAUSES PEOPLE TO NOT REALIZE THAT THERE IS A TFR BECAUSE SUDDENLY IT COMES. BLANKET TFR'S BECAUSE YOU DON'T KNOW WHERE ALL THE EVENTS ARE HAPPENING.
SHOULD EXTEND TO ANNUALLY, NOT THE LAST 60 DAYS, TO GET BETTER ANSWERS TO THE SURVEY QUESTIONS
SHOULD HAVE VISUAL REPORTS OF TFR'S
SHOULD QUERY PILOTS ON HOW MANY TIMES THEY EXPERIENCED MODERATE TUBERLANCE FROM MINIMUM SPACING BETWEEN AIRCRAFT UPON LANDING.
SIGNIFICANT NUMBER OF NOTAMS SINCE 9/11 FOR RESTRICTED AIRSPACE PERIOD. THESE AREAS BECAUSE THEY ARE TEMPORARY ARE NOT DEPICTED ON CHART. THE FLIGHT BRIEFERS OFTEN ARE NOT FAMILIAR WITH THE LOCATION RELATIVE TO A FILED FLIGHT PLAN AND CAN NOT PROVIDE ASSI
SIGNS ON AIRPORTS NEED TO BE IMPROVED .
SINCE 9/11, I CAN NOT BUY RENTERS' INSURANCE FOR THE AIRPLANES, SO I FLY LESS. LESS PROFICIENCY DUE TO LESS FLYING. PRODUCT IS NOT AVAILABLE. INSURANCE FOR A FLOAT PLANE.
SIXTY DAYS IS TOO SHORT, MAYBE A YEAR WOULD BE BETTER OR SET MINIMUMS FOR NUMBER OF HOURS FLYING.
SKYDIVING AT RESPONDENT HOME AIRPORT, THAT THE DIVERS ARE SHOWING OFF, INTERRUPTING PILOTS' FLY TIME
SLAM DUNKS AND FREQUENCY CONGESTIONS,
SMALL CLASS DELTA AIRSPACES, CLASS D TRAFFIC AVOIDANCE TECHNIQUES USED.
SMALL PILOT WHO WORKS FOR A ORGANIZATION X. WHEN HE DOES GO TO CONGESTED AIRSPACE THE PROCEDURES ARE A LITTLE BIT DIFFERENT. IN AIRCRAFT TYPE X THE PROCEDURES ARE VAGUE. WITH ATC WHEN YOU HAVE TO DEAL WITH AIRCRAFT TYPE X YOU'RE PASSED OFF FROM ONE CONTRO
SO MANY PRACTICE APPROCHES AT SOME PLACES ATC DOES NOT HAVE TIME TO TALK TO YOU. IF YOU DO NOT FILE IFR IN [LOCATION A], [LOCATION B], AND [LOCATION C]. THEY ARE TRYING TO CONTROL TOO MANY AIRPLANES.
SO MANY RULES HAVE CHANGED AND HAVING PILOTS CURRENT ON ALLTHE INFORMATION.

GD3A
SOME AIRCRAFT NOT HAVING A RADIO
SOME AIRPORTS ([AIRPORT X]) ARE UNCONTROLLED AIRPORTS, THERE SHOULD BE MORE PRESSURE ON OTHER PILOTS TO USE THEIR RADIO WHEN COMING INTO THE AIRPORT SO THAT OTHER PILOTS KNOW WHERE THEY ARE AT SO THAT EVERYBODY KNOWS WHERE EVERYONE IS AT.
SOME AIRPORTS ARE BEING OVERWHELMED WITH [AIRCRAFT TYPE A] TRAFFIC AT LOCAL AIRPORTS THAT [AIRCRAFT TYPE B] PILOTS ARE BEING IGNORED.
SOME AIRPORTS ARE NOT MARKING VERY WELL WITH SIGNS
SOME ATC FORGET ABOUT THE DIFFERENCES BETWEEN [AIRCRAFT TYPE A] AND [AIRCRAFT TYPE B] AND YOU CAN'T COMPLY WITH THEIR REQUEST BECAUSE OF THE DIFFERENCES.
SOME CONTROL TOWERS SHOULD CHANGE VERBAGE OF INSTRUCTIONS, SAY TURN OFF AT CERTAIN RUNWAY, SHOULD SAY TURN OFF WHEN ABLE. ROLL OUT SPEED MAY BE SOMEWHAT HIGH AND PUT UNDUE STRESS ON AIRCRAFT.
SOME CONTROLLERS HAVE CALLED OFF THE WRONG RUNWAY, SO IT IS NECESSARY THAT PILOTS REAFFIRM RUNWAY NUMBERS WITH CONTROLLERS. ESPECIALLY WHEN YOU HAVE RUNWAY NUMBERS THAT ARE VERY SIMILAR.
SOME CONTROLLERS TOO BUSY TO GET INFORMATION WHEN NEEDED
SOME INTERNATIONAL FLYING ISSUES. DUTY TIME ISSUES ESPECIALLY FOR PART 91.
SOME MINIMUM REQUIREMENTS ARE NOT HIGH ENOUGH SUCH AS WEATHER TRAINING FOR INSTRUMENT PILOTS, ALSO, VFR ARE TOO LOW BECAUSE A VFR PILOT IN WEATHER THEY SHOULD NOT BE FLYING IN SUCH AS 1 MILE CLEAR OF CLOUDS, THREE MILES VISIBILITY AT NIGHT IS NOT ENOUGH.
SOME MORE QUESTIONS ABOUT COMMUNICATION WITH ATC UNDER EXTREME CIRCUMSTANCES, FOR EXAMPLE, OVERLOAD AT MAJOR AIRPORTS DURING EXTREME WEATHER CONDITIONS. 60 DAYS IS RESTRICTIVE.
SOME MORE SPECIFIC THINGS LIKE PROBLEMS WITH HIGH PERFORMANCE AIRCRAFT IN CONNECTION WITH SMALLER AIRCRAFT. SPEEDS IN AND AROUND AIRPORTS.
SOME NOISE ABATEMENT IN FLIGHT HIGH AT RPM UNTIL SAFE ALTITUDE WILL AFFECT THE IMPORTANT PART OF TAKEOFF. THIS NOISE PROBLEM IS AT MOST AIRPORTS.
SOME OF THE A.T.C.'S ARE BECOMING AGGITATED AND IMPATIENT WITH PILOTS WHEN THEY ARE HAVING A PROBLEM. THEY NEED TO NOT SCORN THEM AT THIS TIME. INSTEAD THEY NEED TO HELP THEM THROUGH THE SITUATION. IF THEY ARE WORKING WITH THEM TO SHOW THEM HOW TO CORRECT
SOME OF THE DANGERS ARE AT NON-POWERED AIRPORTS WHERE THEY DON'T GET INTO A PATTERN OR TALK TO THE OTHER TRAFFIC; RECENTLY I ENCOUNTERED A PILOT WHO MADE A LANDING AT A NON-POWERED AIRPORT; HE MADE A RIGHT ENTRY INSTEAD OF A LEFT ENTRY.
SOME OF THE OLD TIMER PILOTS DON'T USE THEIR RADIOS TO ANNOUNCE THEIR LANDING, THEY JUST COME IN. STANDARD PROCEDURES ARE NOT FOLLOWED QUITE OFTEN.
SOME PEOPLE CAN NOT AFFORD TO HAVE EQUIPMENT FIXED BECAUSE OF HIGH PRICES WHICH IS A SAFETY ISSUE. I HAVE SEEN A LOT OF THIS OVER THE YEARS. SOME PEOPLE WANT TO FLY, BUT CAN'T AFFORD MAINTAINING EQUIPMENT, BUT THEY FLY ANYWAY.
SOME PLANES SHOULD NOT FLY OVER STADIUMS --THOSE WITH BANNERS --TOO CLOSE. A LOT OF [OPERATIONS] AT NEAR-BY [MILITARY] BASE. NEED MORE NOTAMS UP TO DATE.

GD3A
SOME QUESTIONS FOR HELICOPTERS JUST DON'T HAPPEN. LANDING IN THE MORNING AND EVENING TOWORD THE SUN CREATES A MAGNIFYING EFFECT ON PILOT'S FACE.
SOME TCA'S DON'T SEEM TO HAVE TIME FOR SMALL AIRCRAFT. SPECIFICALLY [AIRPORT X]. [LOCATION A] NEEDS TO BE MORE USER FRIENDLY TO SMALL AIRCRAFT. SMALL AIRCRAFT ARE NOT GENERAL AIRCRAFT ORIENTATED, KNOWN BY MANY.
SOME TIMES I WONDER WHY ARE THE CONTROLLERS DOING WHAT THEY ARE DOING, FOR EXAMPLE, HE TOLD ME TALK 100 DEGREES. IT IS HARD TO CONVINCHE THEM THAT THEY ARE WRONG. I JUST WISH THERE WAS BETTER EQUIPMENT FOR WEATHER.
SOMETHING SPECIFIC TO PILOT PROCEDURES LEANING THE AIRCRAFT FUEL.
SOMETIMES CAN GO IMC WITHOUT FILING AN IFR. IN THE TERMINAL AREA, THIS IS ALLOWED. WOULDN'T NECESSARILY HAVE TO FILE AN IFR TO GO IMC.
SOMETIMES I GO TO A FACILITY WHERE ATC IS WORKING ALL AREAS. THIS COULD BE A BIG SAFETY ISSUE. THEY ARE TOO BUSY. NON-STANDARD LIGHTING AND RUNWAY SIGNS/MARKINGS ESPECIALLY AT BUSY PLACE LIKE [LOCAITON A] IS RIDICULOUS. AIRSPACE IN [LOCATION B] ESPECIALL
SOMETIMES PEOPLE DO UNWISE THINGS AS A PILOT INCLUDING NOT MAKING RADIO CALLS, ENTERING TRAFFIC PATTERNS AT WRONG ALTITUDES OR AREAS WHICH USUALLY ARE NOT IN A CONTOLLED AIRPORTS
SOMEWHAT CONCERNED ABOUT TFR'S AND NOTAMS.
SOUTHERN CALIAFORNIA TRAFFIC CONJESTION AS INCOMING FLIGHTS TRY TO LAND
SPEAKING ENGLISH MORE UNDERSTANDING FOR PILOTS
SPECIFIC AIRPORTS THAT ARE PROBLEMATIC OR DIFFICULT.
SPEED AND CLARITY OF CONTROLLERS' SPEECH
SPEND MORE MONEY ON AIRTRAFFIC CONTROLL AT THE SMALLER AIRPORTS (CLASS E).
STAYING CURRENT WITH RESTRICTED FLY ZONES.
STRAIGHT IN APPROACHES AT UNCONTROLLED AIRPORTS. EVERYBODY OUGHT TO FLY THE PATTERN. IT'S STUPID BECAUSE IT'S NOT SAFE. THE CONTROLLERS SEEM TO BE SMART ASSES AND THEY INTIMIDATE NEW STUDENTS. THEY SHOULD BE THERE TO HELP AND NOT TO BE A SMART ASS. ALSO,
STUDENT PILOTS DON'T KNOW WHAT IFR PROCEDURES ARE WHEN THEY HEAR ON THE RADIO OTHER PLANES FLYING IFR.
SUGGEST ADDING THESE QUESTIONS. HOW MANY TIMES HAS A PILOT NOT ENTERED A TRAFFIC PATTERN PROPERLY? HOW MANY STRAIGHT IN APPROACHES HAVE THEY SHOT OR EXECUTED AT A NON-TOWERED AIRPORT IN VFR CONDITIONS? REGARDING RADIO COMMUNICATIONS AND TRAFFIC PATTERNS,
SURFACE TO AIR MISSILES
SURVEY ALSO NEEDS TO EXAMINE OTHER WEATHER TIME-PERIODS...60 DAYS TOO SMALL A TIMEFRAME.
SURVEY HOW STUDENTS HAD TIME QUALIFY ON SPIN TRAINING
SURVEY LIMITS ME TO 60 DAYS. I'VE HAD EXPERIENCES IN MY FLIGHT CAREER, BUT NOT IN THE LAST 60 DAYS.
SURVEY SHOULD ASK HAVE YOU EVER FOUND YOURSELF UNCOMFORTABLY CLOSE TO AN AIRPLANE WHEN LANDING? FOR EXAMPLE PARALLEL RUNWAYS. IN THE QUESTION ASKED HAVE YOU EVER AVOIDED AN IMMINENT COLLISION WITH AIRCRAFT THAT WASCLOSER THAN 500 FEET WHILE UNDER ATC

GD3A
SURVEY SHOULD FOCUS MORE ON THE CERTIFICATION PROCESS FOR EQUIPMENT, THE CERTIFICATION PROCESS IS CUMBERSOME, THAT LETS PILOTS CONTINUE TO USE EQUIPMENT THAT IS OUTDATED
SURVEY SHOULD HAVE A LONGER PERIOD OF TIME FOR THE EVENTS
SURVEY SHOULD MORE JOB MINDED
SURVEYING ABOUT TCAS (TRAFFIC COLLISION AVOIDANCE SYSTEMS). I HAVE HAD 2 RA'S IN LAST 60 DAYS, WITH AIRCRAFT OPERATING UNDER VFR, NOT IN COMMUNICATION WITH ATC.
SYSTEM IS ANTIQUATED, NEEDS MORE TECHNOLOGY. GET RID OF VOR AND GET GPS. IMPLIMENT AWAS AND IMPROVE COCKPIT REQUIREMENTS-AVIONICS.
SYSTEM IS GETTING MORE COMPLEX, ESP. AT BUSY HUBS.....HAVING THE EXPERIENCE,,,,,,GROUND OR RUNWAY INCURSIONS (SP) ATC DO A BETTER JOB ON HELPING PILOTS THAT AREN'T FAMILIAR WITH THEIR SURROUNDINGS.
SYSTEM X IS BIG PROBLEM, POOR COMMUNICATIONS WITH AIRPORTS, NEED MORE WEAHTER REPORTING STATIONS. THE SYSTEM IS GEARED FOR HIGH ALTITUDE NOT LOW ALTITUDE FOR [AIRCRAFT TYPE A].
T.F.R.'S ARE A PROBLEM.ALSO NO-TAMS YOU DONT GET THEM UNLESS YOU ASK FOR THEM. ALSO A.T.C. ISSUE INSTRUCTIONS SO FAST THAT THE PILOT JUST CAN'T GET ALL THE INFORMATION IN A SINGLE BRIEFING THEY HAVE GOT TO KEEP REPEATING OVER AND OVER. F.A.A. ARE DRIVING
TAKE A LOOK AT T-CAS, AIR TO AIR SEPARATION.
TALK ABOUT BIRD STRIKES A LITTLE MORE IN DEPTH, AND TALK ABOUT NEAR MISSES
TALL OBSTACLES EXTENDING ABOVE THE SURFACE OF THE GROUND CAUSING UNEXPECTED DIVERSIONS.
TARGET FIXATION
TAXI INSTRUCTIONS ARE PRETTY WEAK. ATC ONCE GAVE ME TAXIING INSTRUCTIONS TO CROSS AN ACTIVE RUNWAY. AT SOME TIME HE WANTED TO STOP ME AND ASK ME TO HOLD SHORT BUT HE GOT TOO BUSY. THERE'S A BIG PROBLEM WITH ATTITUDE AND EGOS OF PILOTS AND CONTROLLERS. SE
TAXIING INCURSION, PILOTS SHOULD PAY MORE ATTENTION
TAXIWAY SYSTEMS ARE CONFUSING AND ALMOST ALWAYS REQUIRE PILOT TO OBTAIN PROGRESSIVE TAXIWAY INSTRUCTIONS AT UNFAMILIAR AIRPORTS.
TCA ENCUSIONS
T-CAS - MORE USERS OF THIS SYSTEM
TCAS DIVERSIONS
TECHNOLOGY COULD BE DESIGNED MORE TO HELP PILOTS BEING TRAINED ON MORE ABOUT THE TERRAIN; FAA'S RULES AND REGULATIONS ON EQUIPMENT AND MORE REVENUE FOR SUPPLIES; LONGER TIME TO SUBMIT REPORTS AFTER AN ACCIDENT
TEMPORARY FLIGHT CLOSURES THAT WILL VARY
TEMPORARY FLIGHT RESTRICTED AREAS ARE NOT PUBLICIZED AND, IF THE PILOT IS NOT FAMILIAR WITH THE AREA, THESE RESTRICTIONS ARE UNEXPECTED. PROPELLER LOCKS ON PLANES SHOULD BE USED IN ORDER TO PREVENT USAGE BY TERRORISTS.
TEMPORARY FLIGHT RESTRICTED AREAS: I DON'T THINK THEY ARE MORE SAFETY RELATED, ARE INFRACTION REALATED.
TEMPORARY FLIGHT RESTRICTION
TEMPORARY FLIGHT RESTRICTION AREAS

GD3A
TEMPORARY FLIGHT RESTRICTION NOT MARKED ON MAPS
TEMPORARY FLIGHT RESTRICTIONS
TEMPORARY FLIGHT RESTRICTIONS ARE CONFUSING
TEMPORARY FLIGHT RESTRICTIONS - DO NOT FEEL CONFIDENT ON WHERE THEY EXIST
TEMPORARY FLIGHT RESTRICTIONS - SUDDEN AND ARBITRARY IMPLEMENTATION IN GENERAL. TEMPORARY NATURE OF TFR'S MAKES IT DIFFICULT TO CONDUCT A FLIGHT WITH CONFIDENCE, TO KNOW YOU ARE AVOIDING THEM. I SOMETIMES HAVE PROBLEMS IN FINDING AWOS INFORMATION FROM UN
TEMPORARY FLIGHT RESTRICTIONS ARE EXCESSIVE
TEMPORARY FLIGHT RESTRICTIONS ARE NOT REALLY ADVERTISED OR EASILY ACCESSABLE. SOMETIMES THEY HAVE COME OUT AFTER PILOTS HAVE CHECKED WITHIN MINUTES.
TEMPORARY FLIGHT RESTRICTIONS ARE THE BIGGEST PROBLEMS. THEY ARE NOT PRINTED ON GOVERNMENT CHARTS.
TEMPORARY FLIGHT RESTRICTIONS ARE TOO VAGUE
TEMPORARY FLIGHT RESTRICTIONS ARE TOTALLY AMBIGUOUS, VERY POORLY DISSEMINATED AND UNCLEAR WHEN THEY ARE DISSEMINATED, IT IS JUST POOR COMMUNICATIONS ON THE PART OF US TRYING TO DO THE RIGHT THING FOR OUR COUNTRY, I THINK WE ARE MISSING THE BOAT, I THINK T
TEMPORARY FLIGHT RESTRICTIONS AROUND [LOCATION A].
TEMPORARY FLIGHT RESTRICTIONS DUE TO SECURITY ISSUES
TEMPORARY FLIGHT RESTRICTIONS IMPOSED AFTER EVENT X, FOR EXAMPLE, FLYING OVER GATHERINGS. HELICOPTER PILOTS AND THEIR ABILITY OR INABILITY TO RESPOND TO FIGHTER AIRCRAFT.
TEMPORARY FLIGHT RESTRICTIONS IN [LOCATION A] ARE NOT BEING COORDINATED WELL BETWEEN THE GENERAL AVIATION COMMUNITY AND FAA; FAA IS ACTING MORE LIKE A SECURITY AGENCY MORE SO THAN A SAFETY AGENCY - WE'RE LOSING STATUS IN THE [LOCATION A], WOULD HAVE LIKE
TEMPORARY FLIGHT RESTRICTIONS NOT WELL PUBLICIZED. GENERAL AVIATION PILOTS HAVE FEAR OF COMMUNICATING WITH ATC WHILE IN FLIGHT.
TEMPORARY FLIGHT RESTRICTIONS OFTEN DO NOT GIVE TIMES NOR LOCATIONS AS TO WHEN THE AREAS ARE RESTRICTED. PILOTS FIND OUT THAT AN AIRSPACE IS RESTRICTED WHEN FIGHTER JETS FLY UP NEXT TO THE PILOT. IT WOULD BE BETTER TO DEFINE THE SPACE AND TIMES OF TH
TEMPORARY FLIGHT RESTRICTIONS ON VFR RELATED TO 911. COULD DO A BETTER JOB IN RELATION TO GENERAL AVIATION PILOTS AS FAR AS COMMUNICATING.
TEMPORARY FLIGHT RESTRICTIONS SHOULD BE COVERED IN THE SURVEY. THE SURVEY SHOULD BE DONE IN THE SUMMER MONTHS, THE DATA WILL BE MORE ACCURATE.
TEMPORARY FLIGHT RESTRICTIONS TFR'S.

GD3A
TEMPORARY FLIGHT RESTRICTIONS THAT ARE OVER ASSEMBLIES OF PEOPLE. POWER PLANTS, FOR EXAMPLE, THAT ARE NOT PERMANENTLY RESTRICTED.
TEMPORARY FLIGHT RESTRICTIONS THAT POP UP FROM TIME TO TIME. ALSO RUNWAY INCURSIONS.
TEMPORARY FLIGHT RESTRICTIONS WHICH DON'T GET INTO NOTAM'S
TEMPORARY FLIGHT RESTRICTIONS WITHOUT NOTIFICATION
TEMPORARY FLIGHT RESTRICTIONS, THE FAA IS UNSATISFACTORY IN THIS REGARD- DISEMINATION OF NOTAMS IS ALSO POOR
TEMPORARY FLIGHT RESTRICTIONS, THERE IS NOT ENOUGH GOOD COMMUNICATIONS WITH THEIR BRIEFINGS.
TEMPORARY FLIGHT RESTRICTIONS, VFR
TEMPORARY FLIGHT RESTRICTIONS-IT IS DIFFICULT TO GET THAT INFORMATION IN A TIMELY MANNER.
TEMPORARY FLIGHT RESTRICTIONS-NOTAMS DON'T ACCURATELY EXPRESS THEM
TEMPORARY RESTRICTED AREAS ARE SO CONFUSING AND PILOTS GET IN THEM INADVERTENTLY.
TEMPORARY RESTRICTED AREAS POP UP TOO QUICKLY WHILE FLYING.
TEMPORARY RESTRICTED AREAS. ALL THESE TEMPORARY RESTRICTED AREAS ALWAYS CHANGING ON A DAILY BASIS.
TEMPORARY RESTRICTIONS ARE VERY INCOMPLETE AND HARD TO UNDERSTAND. THIS MADE PILOTS DECIDE NOT TO FLY BECAUSE THEY ARE AFRAID OF BREAKING THE RULES AND NO PILOT WANTS TO BE TAKEN OUT.
TERRORISM
TERRORISM - SECURITY INFORMATION.
TERRORISM, SECURITY AROUND AIRPORTS
TERRORISTS; I AM AN ADVOCATE OF HAVING GUNS IN THE COCKPIT.
TEXTURAL WEATHER ABBREVIATIONS, MOSTLY IN NOTAMS DEPARTMENT.
TFR - NO FLY ZONES - SO RANDOMLY APPLIED AND DIFFICULT TO NAVIGATE THROUGH THE NOTAMS. INSTRUMENT FLIGHT GETS ROUTED [LOCATION A]. ATC MAKE YOU GO MILES AWAY OR [LOCATION A] TO AVOID [AIRPORT X]. [AIRCRAFT TYPE A] COULD HAVE ENGINE FAILURE. OR GET SE
TFR - PILOTS ARE NOT BEING UPDATED AS FAR ASSESSING THE INFORMATION FROM VARIOUS PLACES TO GET THAT.
TFR - PILOTS NEED MORE UPDATES
TFR AND IF THE INFORMATION IS ACCESIBLE
TFR ARE CONFUSING AND NEEDS TO BE DEFINED. DO NOT THINK THEY ARE PROVIDING ANY SECURITY.
TFR ARE NOT VERY ACCESSIBLE THEY ARE HARD TO GET INFORMATION
TFR CONDITIONS/RESTRICTIONS CHANGE DAILY, SO PILOTS ARE NOT ALWAYS AWARE OF THE CHANGE
TFR- DIFFICULT TO FIND THIS INFORMATION.
TFR FLIGHT RESTRICITIONS AND UPDATES ARE NOT BEING MADE CLEAR TO PILOTS WHILE IN FLIGHT, THEY COME UP UNEXPECTANTLY.
TFR INCORPORATE LONG TERM VFR INTO TFR'S CHARTS AND SECTIONAL PARTICULARY IN THE MOUNTAINS. PUBLISH LONG TERM VFR INTO TFR'S. GREATER THAN 6 MONTHS.
TFR ISSUES
TFR NO LEAD TIME GIVEN.

GD3A
TFR POSTED ON FAA WEBSITE, WHICH YOU CAN GET ON DUATS. THEY DON'T DATE THEM, EVERYTHING SHOULD BE DATED SO YOU DO NOT HAVE TO RE READ EVERYTHING THAT COULD LEAD TO A SITUATION, SAVE TIME BY UPDATING THE INFORMATION.
TFR RESTRICTED AIRSPACE
TFR SHOULD BE DIRECTLY ADDRESSED TO VARIOUS INFO
TFR THAT POP-UP WITHOUT NOTIFICATIONS AND ACCURACY OF THESE NOTIFICATIONS
TFR UPDATES.....
TFR, NOT BEING UPDATED ON THESE ITEMS
TFR, TEMPORARY FLIGHT RESTRICTIONS, THAT SHOW UP INADVERTENTLY, THEY ARE TOO CAPRICIOUSLY APPLIED.
TFR, THEY DON'T STAY UPDATED AND YOU ARE ALWAYS IN CONTACT WITH FLIGHT SERVICE ESPECIALLY AROUND [LOCATION A].
TFR.....SUPPLEMENTAL OXIGEN USE.....TRAFFIC PATTERN NOTAM INVOLVING PARACHUTE OPERATIONS.....RIGHT-OF-WAY INVOLVING GLIDDER OPERATIONS
TFR'S
TFR'S - LOCATION, REPORTING ON SECTIONAL CHARTS, FAA AWARENESS THAT PILOT'S ARE CONFUSED ABOUT SIZE AND LOCATION OF THESE.
TFR'S - TEMPORARY FLIGHT RESTRICTIONS - SEEMS THAT I WAS CONSTANTLY CHECKING FOR THESE, I WAS VERY AWARE AND CONCERNED ABOUT VIOLATING ANY TEMPORARY RESTRICTIONS THAT MAY HAVE EXISTED IN THE AREA. THIS WAS A STRESS FACTOR AND INVOLVED MORE PLANING FOR PRE
TFR'S THEY ARE EXTREMELY HARD TO KEEP WITH. THEY CAN BE A SAFTEY HAZARD.
TFR'S A LOT OF CONFUSION.
TFR'S AND HOW THAT RELATES TO IFR. ATC COULDN'T GIVE ANY INFORMATION. ATC SHOULD ALWAYS KNOW WHERE TFR ARE LOCATED.
TFR'S AND INFORMATION RELATED TO THEM, INACCURATE INFORMATION. HOW MANY TIMES HAVE YOU CANCELLED TRIPS DUE TO POOR WEATHER INFORMATION THAT WAS INACCURATE WEATHER.
TFR'S ARE AN ISSUE - FAA DOES A REALLY GOOD JOB OF SHOWING YOU WHERE THEY ARE - WHAT'S ACTIVE AND WHAT IS NOT.
TFR'S ARE DANGEROUS AND CONFUSING.
TFR'S ARE NOT ACCURATELY DEFINED AND INFORMATION IS NOT EASILY DISTRIBUTED TO THE PILOT COMMUNITY IN A TIMELY MANNER.
TFR'S ARE POOR INDICATIONS FOR GENERAL AVIATIONS PILOTS TO AVOID THEM , AND INADEQUATE FLIGHT INSTRUCTION
TFR'S BALLOONS TO A OVERKILL
TFR'S COMING UP WITHOUT NOTICE
TFR'S IN AIRSPACE THAT ARE NOT NECESSARY. MISUSE OF SPACE.
TFR'S NEED TO BE IDENTIFIED ON IFR AND VFR CHARTS.
TFR'S NOT CLEARLY DEFINED BY THE FAA. THEY NEED TO BE GIVEN A PICTORIAL DIAGRAM OF THEIR LOCATIONS. FOR EXAMPLE, SECTIONAL, ETC.
TFR'S PUT PILOTS IN A CATCH 22 SITUATION. MORE QUESTIONS ON THIS TOPIC. NO EXPLANATIONS.
TFR'S SHOULD BE MADE KNOWN TO PILOTS IN AN APPROPRIATE MANNER
TFR-TEMPORARY FLIGHT RESTRICTIONS
THE 60 DAY PERIOD IS NOT LONG ENOUGH TO REALLY EVALUATE THE INCIDENTS WHICH MAY OR MAY NOT HAVE OCCURRED

GD3A
THE 60 DAY WINDOW NEEDS TO BE EXPANDED IN ORDER TO GET MORE INFORMATION.
THE ABILITY OF FOREIGN PILOTS TO COMMUNICATE IN ENGLISH WITH ATC.
THE ABILITY TO DEVIATE AROUND SPECIFIC WEATHER. A RECENT FLIGHT HAD TO FLY INTO IMC CONDITIONS DUE TO RESTRICTED AIRSPACE. [AIRPORT X] AND [AIRPORT Y] CENTERS NEED TO BE REWORKED TO EXPEDITE SAFE PASSAGE.
THE ABILITY TO GET CORRECT INFORMATION ABOUT TFR
THE ACCURACY OF LONGER TERM WIND FORECAST.
THE ACCURACY OF THE AWOS SYSTEM.
THE ACCURACY OF WEATHER REPORTING IS THE BIGGEST PROBLEM. NOTAMS CONCERNING TFR'S. CONCERNING 9/11 - MUCH OF THE WORDING IS AMBIGUOUS. IT WOULD HELP IF THERE WERE A DEPICTION OF THE TFR INVOLVED. THERE ARE A LOT OF COORDINATES INVOLVED.
THE AGE OF THE EQUIPMENT. THE AVIATION FLEET IS AGING.
THE AIRPORT IS NEAR A POWER PLANT, [LOCATION A].
THE AMOUNT OF AIRCRAFTS THAT GO THROUGH EVERY DAY, THERE NEEDS TO BE RESTRICTIONS ON THE AMOUNT THAT GO THROUGH. THERE NEEDS TO BE SET TIMES FOR A CERTAIN AMOUNT OF TRAFFIC.
THE AMOUNT OF CHATTER THAT IS ON THE FREQUENCY
THE AMOUNT OF PILOTS THAT COME FROM FOREIGN COUNTRIES THAT ARE NOT THOROUGHLY INVESTIGATED; BACKGROUND CHECKS.
THE APPROACH CONTROLLERS ARE ENTIRELY TOO BUSY IN CLASS B AIRSPACE. ([LOCATION A], [LOCATION B], ETC.). [LOCATION A] IS REAL BAD! THIS RESULTS IN VFR TRAFFIC BEING UNABLE TO ACCESS CLASS B AIRSPACE IN A TIMELY FASHION. [LOCATION A] NEEDS 4 SECTORS INSTE
THE AVAILABILITY OF FLIGHT SERVICE STATIONS SINCE THEY HAVE BEEN REDUCED. FUEL - 100 LOW LEADS.
THE AVAILABILITY OF GPS TECHNOLOGY. THERE ARE SOME ISSUES THAT WE NEED TO ADDRESS: WITH THE AVAILABILITY OF GLOBAL POSITIONING SYSTEMS THERE'S GOING TO BE A LOT OF PEOPLE FLYING VFR, GOING DIRECT FROM AIRPORT TO AIRPORT, WHICH WILL DEFINE NEW AIRWAYS, T
THE BASE OF OPERATION, HOW MUCH WAS SUPPORTED TO GIVE THE INFORMATION TO THE PILOTS FOR SAFETY FLYING. [AIRPORT X] DOES NOT HAVE COMPUTER TO CHECK THE WEATHER. CITY OPERATOR IS NOT BEING VERY HELPFUL TO GENERAL AVIATION .
THE BIGGEST PROBLEM IS DUTY TIME RESTRICTIONS UNDER FAR PART 91. THE COMPANY RESTRICTIONS REALLY DON'T TAKE CARE OF THE PILOTS. WE FLY TIRED ALL OF THE TIME.
THE BIGGEST PROBLEM IS THE LACK OF AIR TRAFFIC CONTROLLERS.
THE BIGGEST THING IS PILOTS GETTING INTO TROUBLE WITH THINGS THAT REQUIRE NO SKILL. MAINLY PILOTS NOT PAYING ATTENTION, MINDS ELSEWHERE. COMMON SENSE AREAS.
THE CHANGING EN ROUTE CLEARANCES, SOMETIMES I CAN GO FROM [LOCATION A] TO [LOCATION B] AND GET A CHANGE OF CLEARANCE 5 TIMES. IT'S UNNECESSARY AND DANGEROUS BECAUSE IT REQUIRES THE NON-FLYING PILOT TO DO A LOT OF EXTRA WORK THAT HE REALLY DOESNT HAVE TI
THE COMPUTER WENT DOWN THE WRONG PATH, IT WAS MORE FOCUSED ON GENERAL AVIATION INSTEAD OF AIR CARRIERS. TERRORISM IS AT THE FOREFRONT OF THE FLYING COMMUNITY NOW, AND THAT IS WHAT THE PILOTS ARE MORE CONCERNED ABOUT.
THE CONNECTIONS ON THE FREQUENCIES FOR IFR IN CERTAIN AREAS LIKE IN THE [LOCATION A] FLYING BELOW 10,000. WE HAVE DIFFICULTY REACHING [LOCATION B]. SOMETIMES PILOTS WITH LESS THAN WITH LESS THAN 1,000 HOURS ARE PUSHED TO FLY IN BAD WEATHER CONDITIONS.

GD3A
THE CONTROLLERS ARE DOING AN EXCELLENT JOB. SUPERB. DO NOT THINK IT IS THE CONTROLLER'S JOB TO GIVE RIBE REPORTS TO AIR CARRIERS. THE AIR CARRIERS ARE TAKING OVER THE RADIO WAVES ABOUT QUESTIONS ABOUT RIBE. IT IS CLUTTERING THE FREQUENCY. THEY SHOULD C
THE CONTROLLERS TALK TOO FAST (SOME OF THEM).
THE CROWDING AND THE CONGESTION AT LARGE AIRPORTS BOTH WITH TRAFFIC AND RADIO CONGESTION.
THE CURRENT AIRCRAFT I FLY DOES NOT HAVE TCAS AND WE FLY IN SOME VERY CONGESTED AREAS AND I THINK IT SHOULD BE REQUIRED. I THINK ESPECIALLY IN THE [LOCATION A], THE RADIO FREQUENCIES ARE VERY CONGESTED AND I THINK IT'S VERY UNSAFE.
THE CURRENT BRIEFING SYSTEM WITH REFERENCE TO NOTAMS
THE DIFFUCULTY IN OBTAINING CUSTOMS ON THE [LOCATION A] AND IN [LOCATION B] YOU HAVE TO GO 200 OR 300 MILES TO OBTAIN CUSTOMS. THIS IS THE BIGGEST SAFETY HAZARD.
THE DISSEMINATION OF TFR'S TO THE GENERAL PUBLIC IN GRAPHIC FORM.
THE DOMESTIC RVSM ISSUES THE CONGESTION
THE EVER INCREASING PRESENCE OF ULTA LIGHTAIRCRAFT AND THIER LACK OF BEING REGULATED OR GOVERN BY ANY ENTITY
THE EXPENSES THAT THE FAA IMPOSES ON GENERAL AVIATION IN THE GUISE OF SAFETY ARE ABSURD. THE FAA IS AN [PHRASE]. THERE ARE TOO MANY UNNECESSARY INSPECTIONS.
THE FAA DOES NOT REGULATE THE ROTARY WING INDUSTRY VERY WELL.
THE FAA IS NOT RESPONSIVE TO THE INDUSTRY. THEY'RE MORE OF A BUREAUCRATIC AGENCY. THEY'RE NOT CONCERNED WITH SAFETY. THEY'RE MORE INVOLVED IN POLITICS.
THE FAA IS WITHOUT CONTROL. OPPERATES WITHIN A BURACRATIC SYSTEM THAT WOULD NOT RECOGNIZE A PROBLEM. REFERING TO PART 91. NEED TO HAVE INDIVIDUALS IN SUPERVISORY POSITIONS THAT ARE INTERESTED IN GENERAL AVIATION INSTEAD OF BUARACRATIC INDIVIDUALS. REGARD
THE FAA ONLY CARES ABOUT POLITICS AND NOT THE CONDITIONS OF THE AIRCRAFTS. THEY'RE ONLY WORRIED ABOUT GETTING THEIR PAPER WORK CORRECT. R. THE INTEGRITY OF AIRPLANE MECHANICS AND THE FAA.
THE FAA SHOULD PUT OUT WARNINGS REGARDING WAKE TURBULENCE PROCEDURES WITHIN THE THE RSVM AIRSPACE.
THE FAA'S NOTAM SYSTEM IS DIFFICULT TO HAVE CONFIDENCE, YOU HAVE ALL THE NOTAMS RELEVANT TO YOUR FLIGHT.
THE FAA'S PET PEEVES: RADIO COMMUNICATION AND USAGE. FIND OUT WHO USES THEM AND HOW FREQUENTLY ESPECIALLY AT UNCONTROLLED AIRPORTS.
THE FACT THAT THERE ARE SO MANY INSTRUMENT APPROACHES, THEY SHOULD GO BACK TO VOR.
THE FAILURE OF ATC TO ALLOW YOU TO GO DIRECT. ON THE [LOCATION A] THE METRO WEATHER AVOIDANCE PROGRAM THEY GET TO ONE AIRPORT WHERE THEY AREN'T ALLOWED TO TAKE OFF IF THERE ARE ANY WEATHER PROBLEMS AT ALL BECAUSE ATC DOESN'T FEEL THAT THEY CAN HANDLE THE
THE GOVERNMENT NEEDS TO ENCOURAGE COMPANIES TO BEGIN TRAINING YOUNGER PILOTS FOR FIREFIGHTING TASKS WITH ACTUAL ONSITE TRAINING IN THE COCKPIT IN REAL TIME CONDITIONS.
THE ICING CONDITIONS ARE NOT FORECAST VERY GOOD. I THINK EVERYONE SHOULD BE A FLIGHT PLAN.
THE INERATCTIONS WITH NEWS MEDIA AND LAWENFORCEMENT AGENCIES TRYING TO DO THERE JOB. THE NEWS MEDIA FLY TO CLOSE TO LAW ENFORCEMENT. THE HELICOPTER TRAFFIC IF BECOMING A ISSUE IN MOST CITIES. TOUR HELICOPTER SEEM NOT TO BE REGULATED BY FARS AND PARTS.

GD3A
THE INTERNATIONAL WATERS' BALLOONS THAT THE DEA AEROSTAT USES; OUR CURRENT VFR MAPS DON'T SHOW THEM. THEY ARE DANGEROUS. YOU DON'T WANT TO HIT ONE OF THEM.
THE ISSUE ABOUT CURRENT WEATHER. IF THEY COULD INQUIRE FROM PILOTS WHAT THE CURRENT CONDITIONS ARE THAT THEY EXPERIENCE THAT COULD BE RELAYED TO PILOTS. ATC COULD REQUEST THIS INFORMATION REGARDING ICING AND CLOUD BASES AND TOPS.
THE LACK OF FLIGHT DUTY TIME AND REST REQUIREMENT FOR PART 91 AVIATION PILOTS. THINKS THERE SHOULD BE A GUIDELINE.
THE LENGTH OF TIME FROM WHEN FLIGHT SERVICE PICKS UP THE PHONE TO WHEN FLIGHT SERVICE ACTUALLY ALLOWS ME TO SPEAK TO A REAL PERSON.
THE MAJOR PROBLEM WE HAVE IS FREQUENCY CONGESTION AND INSTRUCTIONS FROM ATC WHO COME LATE, WHO TEND TO IGNORE THOSE IN GENERAL AVIATION THEN EXPECT US TO PERFORM TO MAKE UP FOR THEIR ACTIONS. OFTEN IT'S DIFFICULT TO COMPLY TO THE EXTENT THAT THE AIRCRAFT
THE NEW PILOTS ORDERING FAST 300 HORSEPOWER ENGINE PLANES. NO INSTRUMENT RATING.
THE NEW RESTRICTED AREAS ARE NOT ANNOTATED ON AERONAUTICAL CHARTS.
THE NOT NEED TO BE UP TO DATE
THE NOTAM SYSTEM IS REALLY SCREWED UP. IT SHOULD BE EASY TO HAVE REAL-TIME INFO ON NOTAMS. WE'RE STILL USING THE SYSTEM FROM THE 50'S. IT'S VERY CUMBERSOME, AS IS. THIS IS A BIG OVERSIGHT.
THE OLDER PLANES HAVE GOOD ENGINES. FAR TOO MANY PROBLEMS WITH THE NEWER PLANES. [AIRCRAFT TYPE A] FLY BETTER THAN THE NEWER PLANES.
THE ONLY PROBLEMS I HAVE AS A PILOT IS TROUBLE WITH AIR TRAFFIC CONTROL ON A DAILY BASIS.
THE ONLY THING I RAN INTO IS I WAS CLEARED FROM CENTER TO APPROACH CONTROL TOWER ON SAME FREQUENCY, HANDED OFF SO QUICK WITHOUT ADEQUATELY BEING VECTORED BY APPROACH CONTROL. WAS A SLOW HANDOFF, GOT A LITTLE STICKY THERE. OTHER PLANE, [AIRCRAFT TYPE A] ON
THE ONLY THING THAT GRIPES ME IS FINDING PLANES THAT DON'T HAVE T-CAS. I THINK IT SHOULD BE A REQUIREMENT.
THE PERIOD OF TIME NEEDS TO BE LONGER THAN 60 DAYS.
THE PHRASEOLOGY BETWEEN THE PILOTS AND CONTROLLERS DEGRADED AND OFTEN BECOMES DIFFICULT TO UNDERSTAND. WHENEVER YOU'RE APROACHING AN AIRPORT IN A HIGH DENSITY AIRPORT, WHEN YOU INITIATE THAT YOU HAVE THE ATIS INFOMRATION, YOU SHOULD SPECIFY THE AIRPORT
THE PHYSIOLOGICAL ASPECTS ABOUT FLYING CAN BE INCLUDED.
THE PILOTS ARE MORE DEPENDENT ON ELECTRONICS, IF THEY GO OUT THEY WON'T BE ABLE TO CORRECT, THEY NEED TO HAVE BASIC PILOT SKILLS.
THE PILOTS SEEM TO HAVE NO IDEA HOW TO CONTROL ALTITUDE. MISSING LANDING SPOTS BY 1000 FEET IN [LOCATION A]. INSTRUCTORS NEED BETTER TRAINING AND SHOULD BE REVIEWED MORE OFTEN. SLOPPY PILOTS.
THE POWER PLANTS IN GENERAL AVIATION'S PISTON AIRPLANES, INCREASE RELIABILITY. DEVISE MORE ATTAINABLE DE-ICING EQUIPMENT FOR GENERAL AVIATION PLANES.
THE PRICE OF GAS MAKING THINGS LESS SAFE
THE PROBLEM IS CONFUSING TAXIING INTRUCTIONS BY AIR TRAFFIC CONTROLS. THE CONTROLLERS ACCESS THEM TOO FAST.

GD3A
THE QUALITY OF RUNWAYS AND TAXIWAYS IN GENERAL AVIATION AIRPORTS AROUND THE COUNTRY. [AIRPORT X] IN PARTICULAR.
THE QUESTION ABOUT CENTER OF GRAVITY.
THE QUESTION ABOUT NOTAMS DO PILOTS UNDERSTAND THE TEMPORARY FLIGHT RESTRICTIONS. ONE QUESTION HAVE YOU EXPERIENCED INCREASED TRAFFIC BY DIVERTING TEMPORARY FLIGHT.
THE RELEVANCE OF NOTAMS NEEDS TO BE EXPRESSED. RUNWAY WAS GETTING INSTRUCTIONS ASKED FOR NOTAMS ON BRIEFING BUT DID NOT RECEIVE INFORMATION. [SEVERAL] YEARS AGO HAD ACCIDENT BECAUSE THE SYSTEM FAILED TO GIVE NOTAMS. HAVE TO EXPRESS THAT THERE IS A RUNWA
THE REQUIREMENT ON THE FAR PART 91 REGULATIONS ARE ADEQUAT FOR SAFTY. TOO MANY AIRPLANES AND NOT ENOUGH FREQUENCIES, IDENTIFIER [AIRPORT X] - SOMEONE IN THAT TOWER WAS ISSUING CLEARANCES LIKE CRAZY, AND HE NEVER HEARD SOMEONE GIVE OUT SO MANY CLEARANCES.
THE RESPONSIBILITY FOR OBTAINING WEATHER SHOULD BE PILOTS RESPONSIBILITY AND NOT THE CONTROLLERS.
THE ROLE OF ATC WHEN THERE ARE WEATHER DELAYS, BECOMES INEFFECTIVE.
THE SAFETY ISSUE I SEE IS IFR OPERATIONS AROUND A TOWER CONTROLLED RUNWAY WITH QUESTIONALBE TRAFFIC SEPARATION.
THE SAFETY ISSUES COME DOWN TO CREW ISSUES LIKE STANDARDIZATION. ACCIDENTS USUALLY COME DOWN TO PILOT ERROR.
THE SECURITY, HOW TO RECOGNIZE PERSON PICKING UP.
THE SHUTTING DOWN OF A NUMBER OF FLIGHT SERVICE STATIONS WHICH CAN A LEAVE A VOID IN GATHERING WEATHER INFORMATION IN SOME LOCATIONS.
THE SPECIAL AIR SPACE NOTAMS THAT MOVE AROUND AND APPEAR ALMOST INSTANTANEOUSLY ARE AN AREA OF CONCERN.
THE STATE OF NOTAMS DESISMINATION, NOW IS IN A STATE OF CONFUSION AND I THINK THAT THE PROCESS SHOULD BE EASIER.
THE SURVEY NOT PERTAIN TO PILOTS WHO HAVE VERY LITTLE HOURS
THE SURVEY SHOULD BE EXPANDED FOR 60 DAYS TO A LONGER PERIOD OF TIME. FLYING IS DIFFERENT DURING SEASON CHANGES.
THE SURVEY SHOULD GO BACK FARTHER THEN 60 DAYS. QUESTIONS THAT ARE NOT RELAVANT NOW MAY BE RELAVANT DURING DIFFERENT SEASONS.
THE TEMPORARY FLIGHT RESTRICTION AREAS THAT ARE NOT IDENTIFIED IN ANY WAY OTHER THAN BY A BRIEFER WHO MAY NOT HAVE ACCURATE INFORMATION.
THE TEMPORARY FLIGHT RESTRICTIONS ONLY BECAUSE SOME OF THE NOTAMS AREN'T EXTREMELY CLEAR ON WHAT'S HAPPPENING. ALSO PART 91 HAS BEEN SINGLED OUT AGAINST PART 121 IN THESE RESTRICTIONS.
THE TEMPORARY FLIGHT RESTRICTIONS. FOR EXAMPLE, DURING SPORTING EVENTS AND THINGS THAT HAPPEN ON THE GROUND THAT CAUSE QUICK CHANGES. THE CHANGES ARE NOT POSTED WELL.
THE TEMPORARY FLIGHT RESTRICTIONS. NOT EXACTLY A SAFETY ISSUE. STADIUM FLIGHT RESTRICTIONS. DIFFICULTY KNOWING WHEN INSTRUCTIONS ARE IN EFFECT. THE PROPER USE OF THE COMMON ATC FREQUENCY IS NOT PROPERLY ADDRESSED BY FLIGHT INSTRUCTORS. TOO MUCH FREQUEN
THE TEMPORARY FLIGHT RESTRICTIONS-GETTING THE INFORMATION FOR THESE RESTRICTIONS IN GRAPHICAL FORM
THE TENDENCY OF CONTROLLERS TO BERATE PILOTS. ESPECIALLY AT BUSY AIRPORTS. WASTE TIME BERATING WHILE OTHERS TRYING TO GET THROUGH. I TOOK A BREAK, BEFORE NEVER HEARD A CONTROLLER BERATE A PILOT ON UHF FREQUENCY. I HEAR A CONTROLLER ON ALMOST EVERY IFR FLI

GD3A
THE TIME LIMIT OF 60 DAYS IS TOO SHORT OF TIME
THE TIME PERIOD IS TOO SHORT.....THE SURVEY SHOULD AT LEAST COVER 1 YEAR.
THE TIMELY DISSEMINATION OF TFR'S AND THE GRAPHICAL REPRESENTATIONS OF THEM.
THE TIMING OF THE INTERVIEW NEEDS TO BE ON SECURITY.
THE TRAFFIC PATTERNS AND PROCEDURES AT UNCONTROLLED AIRPORTS. NO SET RULE, JUST RECOMMENDED APPROACHES. SHOULD MAKE ONE WAY TO ENTER PATTERN INSTEAD OF MULTIPLE WAYS OF ENTERING PATTERN. AMBIGUOUS, CURRENTLY.
THE TRANSPORTATION SECURITY ADMINISTRATION IS A PAIN IN THE NECK. THE ACT LIKE THEY ARE ANTI-AVIATION. THERE ARE NO AVIATION PEOPLE THERE; ONLY FBI.
THE ULTRALIGHT END OF THE SPECTRUM PATTERNS FOR AIRCRAFT FOR DIFFERENT TYPES OF AIRCRAFT FLYING AT DIFFERENT SPEEDS. NASA SHOULD HAVE ANOTHER SURVEY WHEN SPORTS PILOT CLASSIFICATION IS INTRODUCED. IT WILL INCLUDE ALL ULTRALIGHT PILOTS FLYING UNDER FAR PA
THE US AIR TRAFFIC CONTROL SYSTEM IS THE BEST IN THE WORLD. I WISH THE REST OF THE WORLD'S WAS AS GOOD!
THE USE OF A GPS WAS NOT ASKED, THIS IS VERY HELPFUL ON IFR,VFR, AND IT CAN GET CONFUSING ON APPROACHING
THE USE OF GPS APPROACHES AND SO FORTH. GPS IS EXTREMELY HELPFUL. WONDERING IF GPS WILL REMAIN ONE OF THE KEY INSTRUMENTS IN AERONAUTICAL FLIGHTS.
THE USE OF TEMPORARY FLIGHT RESTRICTION. HAVE YOU INADVERTANTLY ENTERED A FLIGHT RESTRICTION AREA? IT IS HARD TO KEEP UP WITH THESE CERTAIN AREAS.
THE USE OF TRANSPONDERS. VFR AT NIGHT FOR NON-INSTRUMENTED RATED PILOTS.
THE VALIDITY OF THE FLIGHT SERVICE STATION WEATHER BRIEFING.
THE VOLUME OF IFR TRAFFIC IN THE [LOCATION A] AREA. ALSO, THE INABILITY OF ATC TO HANDLE VFR TRAFFIC TRANSVERSING THROUGH TCAS.
THE WAY OF OBTAINING TFR'S IS ALMOST IMPOSSIBLE. GOT TO BE A BETTER WAY TO DO IT. 90% REASON GUYS FLYING THROUGH TFR'S IS BECAUSE IT'S HARD TO GET INFORMATION. IT'S A TERRIBLE THING.
THE WAY TOWER CONTROLLERS REACT TO [AIRCRAFT TYPE A] PILOTS. THERE SEEMS TO BE A PREJUDICE THERE.
THE WAY YOU GET HANDLED AT LARGER AIRPORTS. THERE ARE DIFFERENCE WHEN YOU HAVE TO BLEND IN, WHEN YOUR A GENERAL AVIATION PILOT TO COMMERCIAL FLIGHTS.
THE WHOLE COMMUNICATION OF THE TFR AND THE TIMELINESS OF THE INFORMATION.
THE WORDING THAT THE TOWER USES CAN BE CONFUSING AT TIMES.
THE WORST PROBLEMS GOING INTO CERTAIN AIRPORTS FREQUENCIES VERY CONGESTED. FOR EXAMPLE, [AIRPORT X], [AIRPORT Y], AND [AIRPORT Z]. ALSO, GOING INTO CERTAIN AIRPORTS HARD TO GET RESERVATIONS AT CERTAIN TIMES, [AIRPORT A] AND SEVERAL OTHERS THAT USE RESERV
THERE APPEARS TO BE INADEQUATE WEATHER INFORMATION AVAILABLE QUICKLY AS NEEDED WHILE COMMUNICATING WITH ATC DURING THE EN ROUTE PORTION OF A FLIGHT. ATC CONTROLLERS SHOULD HAVE CONTEMPORANEOUS WEATHER DETAIL AVAILABLE FOR THERE SECTORS TO DESSIMINATE UPON
THERE ARE A LOT OF MAINTENANCE PROBLEMS THAT SHOULD BE ADDRESSED. ONE MAINTENANCE PROBLEM IS TAKEN CARE OF. THEN THEY FIND OTHER PROBLEMS.

GD3A
THERE ARE A LOT OF PEOPLE FLYING IN IMC CONDITIONS THAT SHOULDN'T BE. WE HAVE THE BEST SYSTEM IN THE WORLD. RESPONDENT HAD TO CONTACT NASA TWICE REGARDING A FLYBY AIRPORT TO SEE IF GEAR WAS HANGING DOWN OTHER GOING THROUGH CLEAR CONDITIONS IN IFR.
THERE ARE A LOT OF PROBLEMS WITH FLY INS ESPECIALLY AT UNCONTROLLED FIELDS. THERE ARE FREQUENT SITUATIONS WHERE HOT SHOT PILOTS WILL CUT IN OR COME OVER THE TOP OF SOMEONE ON FINAL APPROACH. IN THE LAST FLY IN WE SAW AT LEAST THREE OF THOSE INSTANCES.
THERE ARE A NUMBER OF PILOTS WHO DO NOT SPEAK ENGLISH, THEY ARE FLYING INTO UNCONTROLLED AIRPORTS, AND I, AS A PILOT, CANNOT UNDERSTAND THEM AND DO NOT KNOW SOMETIMES WHERE THEY ARE. THIS NEEDS TO BE ADDED TO THE SURVEY AND NEEDS TO BE CORRECTED.
THERE ARE BIG ISSUES WITH TAXIING AROUND AIRPORTS. HAVING SIGNS AND INFORMATION ABOUT WHERE TO GO. IT'S VERY CONFUSING AND A LOT OF TIMES GROUND CONTROLLERS ARE TOO BUSY TO HELP YOU OUT.
THERE ARE CONFLICTS BETWEEN GENERAL AVIATION AIRCRAFTS AND LARGE AIRCRAFTS IN SOME CONGESTED AREAS. SPECIFICALLY IN THE [LOCATION A] AROUND [LOCATION B] AND [LOCATION C].
THERE ARE HAZARDOUS SITUATIONS WHERE THERE IS A JOINT USE FACILITY USED BY BOTH MILITARY AND CIVILIAN AIRCRAFT. DIFFICULT FOR THE MILITARY AND CIVILIAN TRAFFIC TO TALK TO EACH OTHER BECAUSE OF DIFFERENT PROCEDURES AND RADIO FREQUENCIES.
THERE ARE PEOPLE THAT DON'T SEEM TO RESPECT THE LOCAL TRAFFIC PATTERNS. A LOT OF THEM ARE EXPERIMENTAL. THEY DON'T CONTACT THE UNICOM FOR FLIGHT PATTERNS, THEY JUST FLY RIGHT IN.
THERE ARE SOME AREAS WHERE THE FAA IS NOT CLEAR IN WHAT THEY WANT NOT CLEAR ON PILOT IN COMMAND, CONFUSION ON INTERNATIONAL FLIGHTS CONCERNING FLIGHT PLANS AND WHETHER YOU NEED TO BE ON A FILED FLIGHT PLAN
THERE ARE SOME PEOPLE THAT SHOULD NOT BE FLYING DUE TO DRUG ABUSE.
THERE ARE TWO AREAS, FLIGHT SERVICE IS EITHER VERY GOOD OR VERY BAD NO CONSISTENCY, IF IT WASN'T FOR DUATS THEY COULD NOT MAKE DECISIONS. ATC--TERMINAL RADAR GIVES CONFUSING INSTRUCTIONS, AND DON'T SEEM TO UNDERSTAND WHAT A PILOT CAN DO AND WHAT HE W
THERE ARE WEATHER STATIONS AND FSS STATIONS THAT ARE BEING CLOSED THAT AFFECT AIRLINE SAFETY, PARTICULARLY HERE IN [LOCATION A], WHICH ARE BEING FOUGHT. THERE'S NO VOR IN THE MIDDLE OF OUR STATE. THERE SHOULD BE GREATER UTILIZATION OF GPS LANDINGS IN OUR
THERE ARE A COUPLE OF SITUATIONS IN THE [LOCATION A]. [AIRPORT X] SITS CLOSE TO [AIRPORT Y] AND [AIRPORT Z]. BEYOND THAT I THINK EVERYTHING IS STRAIGHT FORWARD. TFR'S ARE DIFFICULT TO FOLLOW SOMETIMES, ESPECIALLY THE MILITARY ONES, PUT YOU AT GREATER RIS
THERE IS A GREAT POTENTIAL OF COLLISIONS; GRAPHIC DEPICTION OF TFR'S ON THE INTERNET IS MUCH NEEDED
THERE IS A LOT OF CONGESTION AT THE AIRPORTS AND IFR NOT GETTING INFORMED FROM ATC.
THERE IS A NEED TO GO MORE IN-DEPTH IN ATC AND THE AMOUNT OF TRAFFIC AT MANY AIRPORTS AND THE ABILITY OF AIR TRAFFIC CONTROLLERS TO COMMUNICATE EFFECTIVELY... ALSO, AIR TRAFFIC REGULATIONS AT UNCONTROLLED AIRPORTS...ALSO, THE MIXTURE OF VFR AND IFR.
THERE IS A PROBLEM WITH SPECIAL TSA FOR SECURITY. NOTAMS ARE NOT PROPERLY DISPERSED. AS A RESULT THIS PILOT FLIES IFR ALL THE TIME.
THERE IS AN AREA CALLED CRM (CREW RESOURCE MANAGEMENT) THIS NEEDS MORE ATTENTION. MORE ACCURATE RADAR FOR AIR TRAFFIC CONTROLLERS. MODERNIZATION OF ATC EQUIPMENT.
THERE IS AT LEAST ONE FLIGHT SERVICE STATION IN THE [LOCATIN A] THAT HAS A TERRIBLE VERBAL ATTITUDE. THERE ARE SOME LOCATIONS THAT LEAVE A LOT TO BE DESIRED. THEY NEED TO BE MONITERED.
THERE IS SOME CONFUSION WHEN I GET A BRIEFING ABOUT TFR. THE TFR DISPERSAL SYSTEM DOESN'T SEEM TO BE AS GOOD AS IT COULD BE. COULD THERE POSSIBLY BE A COMPUTERIZED WAY TO DISPERSE THE INFORMATION.

GD3A
THERE IS TOO MUCH OVER-REACTING TO THE 9-11 STUFF
THERE IS TOO MUCH TRAFFIC IN IMC THAT IS NOT ON AN IFR FLIGHT PLAN....TCAS SHOULD BE REQUIRED ON ALL AIRCRAFT. NEED FOR BEAMING UP WEATHER DIRECTLY TO COCKPIT...CURRENT RADAR IMAGE.
THERE NEEDS TO BE A BETTER WAY FOR PILOTS TO RESEARCH TEMPORARY FLIGHT RESTRICTIONS
THERE NEEDS TO BE MORE FLIGHT SERVICE STATIONS AVAILABLE TO THE PILOTS IN GENERAL AVATION. I WOULD LIKE TO SEE AVIATION CHARTS LOOKED AT. THERE IS A LOT OF CHART CLUTTER. IT IS HARD TO FIND SPECIFIC THINGS ON THE IFR AND JETSON CHARTS.
THERE SHOULD BE A BETTER SYSTEM FOR RESOLVING CONFLICTS BETWEEN CONTROLLER/PILOT TRANSMISSIONS WHERE THERE IS QUESTION OF MISINTERUPTED INSTRUCTIONS.
THERE SHOULD BE A QUESTION REGARDING ATC. HOW MANY TIMES WERE YOU CLEARED TO CROSS AN ACTIVE RUNWAY AND SUBSEQUENTLY AN AIRCRAFT WAS CLEARED TO DEPART OR LAND PRIOR TO YOU CROSSING THE RUNWAY?
THERE SHOULD BE AIRPLANE MAINTENANCE QUESTIONS.
THERE SHOULD BE BETTER FUEL MANAGEMENT BY PILOTS
THERE SHOULD BE BETTER VISIBILITY TO SEE THE AIRPLANES.
THERE SHOULD BE FOR PILOTS WITH LIMITED INSTRUMENT EXPERIENCE THE LAND APPROACH SHOULD BE RAISED 300 FEET AND THE VISIBILTY SHOULD BE ONE MILE.
THERE SHOULD BE MORE CONFRONTATIONS, SEPTEMBER 11 ISSUE, THE COMMUNICATION WAS POOR WITH FEW EXCEPTIONS, I HAVE SEEN BEFORE THE PILOT COMING OUT AND GREETING THE PASSENGER BEFORE FLYING.
THERE SHOULD BE MORE QUESTIONS ON MAINTENANCE.
THERE SHOULD BE MORE QUESTIONS REGARDING TRAINING. IFR CURRENCY REQUIREMENTS ARE NOT SUFFICIENT AND PILOTS SHOULD BE ASKED ABOUT THIS. DOES NOT FEEL SAFE WITH THE CURRENT REQUIREMENTS.
THERE SHOULD BE MORE STRINGENT REGULATIONS REGARDING PILOT TIME OFF UNDER FAR PART 91, ESPECIALLY FOR FRACTIONALLY OWNED AIRCRAFT. CREWS SHOULD GET AT LEAST 12 HOURS REST WHEN THE FLIGHT CREWS HAVE BEEN ON DUTY ALL DAY.
THERE SHOULD BE MORE WEATHER REPORTING FACILITIES.
THERE SHOULD BE NATIONAL SERVICE GRAPHICS IN THE COCKPIT AT NO CHARGE.
THERE SHOULD BE QUESTION LIKE "HOW MANY TIMES DID YOU HAVE TO DIVERT FROM YOUR FLIGHT PLAN BECAUSE OTHER PILOTS WERE NOT FOLLOWING ATC INSTRUCTIONS?"
THERE SHOULD BE QUESTIONS ABOUT GPS. FOR EXAMPLE, SITUATIONS EXPERIENCED WHERE SIGNAL TO AIRPORT WAS LOST AND PILOT HAD TO RELY ON GPS FOR NAVIGATION. SOME HELICOPTERS HAVE HOIST AND WINCH PROBLEMS, CARGO HOOK FAILURES, LIGHTING FAILURES ETC.
THERE SHOULD BE QUESTIONS SUCH AS: HOW MANY CONFLICTS DID YOU HAVE WHEN LANDING AT NON-ATC AIRPORTS WITH OTHER AIRCRAFT THAT DO NOT BOTHER TO COMMUNICATE? HOW MANY TIMES DO PILOTS GOING INTO A NON-ATC AIRPORT USING UNICOM FREQUENCIES?
THERE WERE NO QUESTIONS ASKED ABOUT SECURITY OF THE AIRCRAFT OR PERSONNEL OF AIRCRAFT OR PASSENGERS
THERE WERE NO QUESTIONS ASKED ABOUT THE NUMBER OF FLIGHTS CANCELLED DUE TO BAD WEATHER CONDITIONS. THIS IS AN IMPORTANT SAFETY QUESTION.

GD3A
THERE'S A TREMENDOUS LACK OF UNDERSTANDING OF REAL WORLD PROBLEMS AND THEY MOSTLY HAVE TO DO WITH ATC AND REGULATORY ISSUES...ONE OTHER BIG SAFETY ISSUE I SOMETIMES SEE IS THAT OF PILOTS ACCEPTING INCORRECT ALTITUDE OR FREQUENCY CHANGES FROM ATC.
THEY NEED MORE REAL TIME WEATHER REPORTING IN TH E COCKPIT.
THEY NEED TO ADDRESS THE PROBLEM OF AUTOMATION IN THE COCKPIT
THEY NEED TO ASK IF THE WINDSHIELDS WERE DIRTY, SCRATCHY, BROKEN, OR IF YOU MISSED SOMETHING BECAUSE THE SUN WAS IN YOUR EYES. QUESTIONS NEED TO BE ASKED ABOUT THE NIGHT LIGHTS ON THE AIRPLANE. DID YOU MAKE SURE THAT THE LIGHTS WERE WORKING. SHOULD THERE
THEY NEED TO ASK THE FUTURE PILOTS HOW CONFIDENT THEY ARE ONCE THEY TAKE THE PLANE UP TO THE AIR AGAIN ONCE THEY HAVE BEEN DOWN FOR A WHILE. DID THEY GET ANY EXTRA TRAINING BEFORE GOING UP.
THEY NEED TO BUILD MORE POWERFUL AIRCRAFT TYPE X WITH MORE POWERFUL SYSTEM X AND SYSTEM Y SO THAT AIRCRAFT AREN'T STRESSED ON HOTTER DAYS. AIRCRAFT TYPE X ARE BEING BUILT A LOT CHEAPER TODAY. IT'S EASY TO PUT TOO MUCH WEIGHT ON THEM.
THEY NEED TO GET A BETTER ARRAY OF FLYING EXPERIENCE IF THEY ASKED FOR EXPERIENCE FOR A YEAR, SIX MONTHS, TWO MONTHS, THEN GET THE DETAILED QUESTIONS FOR THE TWO MONTH PERIOD. THE PILOTS WHO HAVE DONE THE SURVEY SHOULD RECEIVE A RESPONSE FROM NASA, LETTI
THEY NEED TO PUT MORE ATC UP AND UP-DATE THE RADAR EQUIPMENT SYSTEMS.
THEY SHOULD ASK QUESTIONS ABOUT THE NUMBER OF HOURS PILOTS FLY AND IF THEY EVER FLY WHILE TIRED OR FATIGUED. ALSO ABOUT THE MAXIMUM NUMBER OF HOURS THEIR CORPORATION ALLOWS THEM TO FLY PER WEEK.
THINGS THAT MAKE IT DIFFICULT TO OBSERVE RULES. RECEIVING VIOLATIONS FOR TEMPORARY FLIGHT RESTRICTIONS, THERE IS NO SOURCE WHERE YOU CAN FIND OUT ABOUT TFR. TFR'S MAY BE CHANGED OR EXPANDED AT A MOMENTS NOTICE.
THINGS TO DEAL WITH MOA'S AND MILITARY ROUTES, MILITARY AIRCRAFT COMING THROUGH TFR'S - EITHER THEY'RE NOT BEING BREIF OR THEY JUST DON'T WORRY ABOUT IT AND JUST GOING ABOUT IT ANYWAY.
THINKS FAA SPENDS TOO MUCH TIME CRITICIZING PILOTS, FAA WANTS EVERY PILOT TO LEARN THE MANUALS UNTIL THEY GET IT RIGHT. THE FAA IS MAINLY DEALING WITH LAWYERS AND NOT DEALING WITH SAFETY. THE FAA HAS THEIR PRIORITES MIXED UP.
THIS IS AN OBSERVATION, SOMETIMES I FEEL THAT BASED ON OTHER PILOTS THAT ARE NOT IN THIS AREA, IT SEEMS THAT INFORMATION THAT TFR'S MAY BE A LITTLE CONFUSING AS IT COMES OUT. I KNOW THAT [ORGANIZATION] AND FAA ARE TRYING TO GET INFO OUT IN A MORE TIMELY M
THOROUGH TAXIING INSTRUCTIONS BY GROUND CONTROL
TIME FRAME IS TOO SHORT.
TIME PERIOD SHOULD HAVE BEEN LONGER THAN 60 DAYS
TIME SPAN FOR SURVEY NOT LONG ENOUGH.....ALSO FLIGHT REVIEWS WERE NOT ASKED ABOUT.....MEDICAL CIRTIFICATE WAS NOT QUESTIONED.....MORE EXPERIENCED PILOTS IN AREA ON ALL TYPES OF AIRCRAFT IN THE PILOTS AREA.....
TIMELINESS OF ANNOUNCEMENTS OF TEMPORARY FLIGHT RESTRICTIONS
TIMELINESS OF RECALL PERIOD
TIMELY DISSEMINATION OF TEMPORARY FLIGHT RESTRICTIONS INCLUDING A METHOD TO GET AIRBORNE NOTIFICATION OF EXISTING OR NEW TEMPORARY FLIGHT RESTRICTIONS.
TOO MANY AIPORTS USE SAME FREQUENCY
TOO MANY FREQUENCIES FOR PILOTS TO GET DISTRACTED.

GD3A
TOO MUCH CONGESTION AND ATC ARE CRAMMING AIRPLANES AT HIGH SPEEDS COMING IN TO LAND. PEOPLE ARE NOT WATCHING WHAT THEY ARE DOING AND IT IS DANGEROUS. AIRSPACE CONGESTION - ALL FLIGHT SCHOOLS CONGREGATE IN THE SAME AREAS.
TOO MUCH FREEDOM
TOO MUCH INTERFERENCE OF GOVERNMENT. CAN CAUSE TROUBLE FOR AVIATION INDUSTRY. HAS RUINED AVIATION INDUSTRY.
TOO MUCH VFR TRAFFIC IN CONGESTED AREAS, AIR SPACES BEING BROKEN IN VFR TRAFFIC, VFR AIRCRAFT NOT MAINTAINING VFR ALTITUDE
TOO MUCH VOICE COMMUNICATIONS ON THE RADIO WAVES. FREQUENCIES ARE SATURATED. SO MUCH SOPHISTICATED AVIONICS, NOT ENOUGH INSTRUCTION ON NEW AUTOMATED EQUIPMENT. VHF COMMUNICATION SATURATION.
TOWER CONTROL APPROACH CONTROL GOING NUTS OVER LACK OF CONTROL AS FAR AS COMMUNICATIONS WITH PILOT
TOWER CONTROLLERS...NOT AS FORMAL AS THEY USED TO BE. NEED TO ENUNCIATE. SPEAKING TOO QUICKLY. LESS UNDERSTANDABLE EQUALS MORE DANGEROUS. THEY SEEM CONTEMPTUOUS WHEN SOMETHING NEEDS TO BE REPEATED. [AIRPORT X]. RUNWAY LIGHT LUMINOSITY IS INCREASED FOR
TOWER FAILED TO NOTIFY PILOTS THAT WEATHER CONDITIONS ARE CHANGING
TRAFFIC ADVISORIES FROM ATC COULD BE MORE FREQUENT
TRAFFIC CONFLICTS ARE A MAIN CONCERN. NEED TRAFFIC ADVISORY WHILE IN FLIGHT TO AVOID MIDAIR COLLISIONS.
TRAFFIC CONGESTION AT UNCONTROLLED AIRPORTS.
TRAFFIC CONGESTION ON THE RADIO
TRAFFIC CONGESTION, ESPECIALLY AT AIRPORTS LIKE [AIRPORT X].
TRAFFIC CONGESTION. VERY CONGESTED AT AIRPORT WHERE HE FLIES.
TRAFFIC NOT BEING REPORTED TO PILOT IN A 1 MILE BOUNDARY.
TRAFFIC PATTERNS SEEM TO BE SEEN TO MAKE SURE OTHER PILOTS SEE YOU. UNICOM IS NOT THE CONTROL TOWER. MOST PILOTS DO NOT HAVE RADIO. MORE PILOTS NEED TO FLY TO MORE PLACES AND NOT JUST PRACTICE LANDING. THEY NEED TO HAVE MORE TIME SPENT IN AIRPLANE NOT HAV
TRAFFIC REPORTS IN UNCONTROLLED AIRPORTS
TRAFFIC SEPARATION D CLASS AIRSPACE WHEN THERE ARE NO RADAR AVAILABLE
TRAFFIC-PATTERN PROCEDURES AT NON-TOWERED AIRPORTS ARE BIG SAFETY ISSUES. TRAFFIC PATTERN ETIQUETTE IS THE ISSUE.
TRAINING
TRAINING AT UNTOWERED AIRPORTS. WE HAVE TWO AIRPORTS WITHOUT TOWERS AND IN [LOCATION A].
TRAINING FACILITIES FOR TRAFFIC CONTROLLER STUDENTS SHOULD NOT BE CONTROLLERS ON HEAVY TRAFFIC.
TRAINING TOWERS WITH STUDENT CONTROLLERS CAN BECOME SAFETY ISSUES
TRAINING TOWERS, NEW TRAINEES AT TOWERS. NEED TO RE-EVALUATE WHERE YOU PLACE TRAINEES. A GOOD EXAMPLE IS [AIRPORT X].
TRAINING/COMMUNICATIONS A LOT OF FOREIGN STUDENTS ARE VERY HARD TO UNDERSTAND
TRAINING: WHO IS QUALIFIED TO FLY THE AIRPLANES THROUGHOUT THEIR TRAINING.
TRANSPONDER SHOULD HAVE BETTER SYSTEM WARNING ABOUT CODES WHEN FLYING IN CLASS "B"
TREES NEAR THE [AIRPORT X] ARE DANGEROUS WHEN LANDING. WE CANNOT GET THEM TO CUT THEM DOWN.
TROUBLE RAISING ANYONE TO GIVE FLIGHT FOLLOWING. COULDN'T GET A RESPONSE.

GD3A
TSR NEEDS TO BE MORE READILY AVAILABLE.
TURN THE WEDDING CAKE UPSIDE DOWN AT CLASS B LANDING SITES SO ANTIQUE PLANES COULD LAND LIKE IT WAS BEFORE. CURRENT SYSTEM FOR ANTIQUE AIRCRAFT PILOTS CAN'T USE FIELDS UNDER CLASS B AIRSPACE WITHOUT PERMISSION. SHUTS OUT THE OLDER PLANES. THERE ARE STILL
TYPES OF TRAINING ACTIVITIES THAT ONE MIGHT WISH OR HAS BEEN INVOLVED WITH.
ULTRALIGHT TRAINING. GROUND OPERATIONS. AIRPORT ACCESS. PILOT CURRENCY.
ULTRALIGHTS IN CONTROLLED AIRSPACE AND GROWING PROBLEMS IN D CLASS UNCONTROLLED AIRPORT COLLISION : MID AIR (CTAS) SINCE THEY DON'T HAVE RADIO'S
UNCONTROLLED FIELD WHICH MAY CAUSE NEAR COLLISION
UNCONTROLLED AIRFIELDS AND TRAFFIC CONGESTION
UNCONTROLLED AIRPORTS
UNCONTROLLED AIRPORTS COMMUNICATION WITH CTAF ON THE SAME FREQUENCY CAUSES A LOT OF CONGESTION AND CONFUSION.
UNCONTROLLED AIRPORTS DO HAVE PROBLEMS WITH SOME PILOTS NOT USING STANDARD PATTERNS WHEN THEY LAND.
UNCONTROLLED AIRPORTS GETTING PEOPLE TO FLY CONSISTANTLY
UNCONTROLLED AIRPORTS NON TOWERED AIRPORTS.
UNCONTROLLED AIRPORTS PRESENT A VARIETY OF SAFETY PROBLEMS THAT REQUIRE GREAT VIGILANCE ON THE PART OF PILOTS AND SHOULD BE INCLUDED IN OUR SURVEY...AIRPORT WITHOUT A CONTROL TOWER.
UNCONTROLLED AIRPORTS WITHIN CONTROLLED AIR SPACE
UNCONTROLLED AIRPORTS, AIRPORTS WITHOUT A TOWER
UNCONTROLLED AIRPORTS, AND FREQUENCY CONGESTION AMONG LIGHT AIRCRAFT, STANDARD PATTERN ENTRIES
UNCONTROLLED AIRPORTS, COMMUNICATIONS AT UNCONTROLLED AIRPORTS BECAUSE PEOPLE DON'T OBEY THE RULES. [LOCATION A] MARGINAL CONDITIONS.
UNCONTROLLED AIRPORTS/PILOTS WHILE TAXIING AND NOT COMMUNICATING WITH EACH OTHER
UNDER PART 121-COMMUNICATION APPROACHING THE ADIZ THE RADIO FREQUENCY COVERAGE IS INADQUENT. UNDER THE CURRENT STATE OF HIGHTEN TERROR ALERT IT IS ESSENTIAL FOR COMMERICAL AIRCRAFT TO BE IN CONTACT WITH ATC CENTERS PRIOR TO REACHING THE ADIZ, NORMALLY PIL
UNDER PART 91 DEFINITION, NO REQUIREMENT FOR SUFFICIENT GROUND LIGHTING, 91 HAS FOR AT NIGHT UNDER ENCOUNTER AT BY SOLE REFERENCE BY INSTRUMENTS, ISSUE ON STABILTY ON [AIRCRAFT A] DIFFERENT THAN ON [AIRCRAFT B] RISK TO PILOTS
UNDER PART 91 THERE ARE NO DUTY TIME REGULATIONS. THERE'S A LOOPHOLE HERE DUE TO POLITICS. PART 91 WAS DESIGNED FOR PRIVATE AIRPLANE OWNERS BUT PEOPLE WHO FLY COPORATE FLY UNDER PART 91 AND THERE ARE NOT ENOUGH RESTRICTIONS. PART 91 NEEDS TO BE REGULATED.
UNDERSTANDING OF AIRPORT SIGNAGE, IT SEEMS THE SIGNS ARE ALWAYS LOCATED IN VARIOUS PLACES INSTEAD OF BEING LOCATED IN THE SAME PLACES.
UNDERSTANDING TERMINOLOGY FOR RUNWAY BREAKING

GD3A
UNICOM FREQUENCY CONGESTION. PRUDENT TO ASK HOW MANY TIMES EXPERIENCED INABILITY TO TALK ON FREQUENCY DUE TO CONGESTION. [LOCATION A].
UNICOM OPERATORS, THAT DON'T ACCURATELY KEEP TRACK OF TRAFFIC IN THEIR PATTERNS.
UNLIT GREY CELLPHONE TOWERS, THEY NEED TO STICK SOME LIGHT ON THEM
UNLIT TOWERS
UNNECESSARY ROUTINGS AROUND BUSY AREAS SUCH AS [LOCATION A] AND [LOCATION B].
UP TO DATE WEATHER BRIEFINGS, NEED TO UPDATED MORE OFTEN.
UPON LOSS OF AN ALTITUDE INDICATOR, THE AIR DATA COMPUTER TAKES OVER AND GENERATES SIGNALS CONCERNING CURRENT ALTITUDE. IF THE COMPUTER MALFUNCTIONS, AN ERRONEOUS ALTITUDE READING CAN RESULT...ALSO, THE THREAT OF INFLIGHT COLLISIONS IS RAISED.
USAGE ELECTRONIC OF IN FLIGHT DATABASED AS FAR COMPUTER USE IN COCKPIT SOME TOOLS ARE POOR CONDITIONS : DATA RETREIVE
USE OF GPS
USE OF NIGHT VISION GOGGLES SHOULD BE APPROVED MORE QUICKLY. SUGGESTS A LONGER TIME SPAN THAN 60 DAYS IN ORDER TO CAPTURE MORE EVENTS, MAYBE 90 DAYS . AND SUGGESTS PUTTING IN THE LETTER THAT WE WILL BE ASKING ABOUT SAFETY-RELATED EVENTS.
USE OF NON STANDARD PATTERNS AT NON CONTROLLED AIRPORTS.
USE OF NON-STANDARD TERMINOLOGY BY PILOTS AND CONTROLLERS
USE OF RADIOS IN OLDER AIRPLANES SHOULD BE LOOKED INTO BECAUSE OF THE OUTDATED ONES.
USE OF RADIOS IN UNCONTROLLED AIRPORTS.
USING GPS AND UNDERSTANDING GPS WHILE INFLIGHT. NOT USED ENOUGH. IT WOULD BE A GREAT ADVANTAGE TO ALL PILOTS. HAVEN'T RECEIVED ANY TRAINING IN GPS.
USING THE OFFICAL DESIGNATORS
VERBAGE THAT'S ALLOWED WITH THE PILOTS AND ATC SHOULD BE MORE BY THE BOOK AND NOT SO LENIENT WITH THE WAY THAT THEY TALK.
VERY BUSY AIRSPACE AND UNCONTROLLED AIRPORTS, HIGH POTENTIAL FOR MIDAIRS, WITH NO RADAR AVAILABLE, DANGEROUS CONDITIONS AT UNCONTROLLED AIRPORTS
VERY BUSY UNCONTROLLED AIRPORTS WHERE PILOTS USE ANY RUNWAY THEY DESIRE
VERY HARSH PENALTIES FOR PILOTS WHO DRINK AND FLY.
VERY RARELY, BUT ATTITUDE OF AIR TRAFFIC CONTROLLERS, ATC. GUYS IN TOWER CAN BE RUDE AND SARCASTIC. IT ADDS A STRESS AND A DISTRACTION.
VFR CHARTS HAVE ONLY INFORMATION FOR VFR AND NOT IFR. IF STUDENTS NEED TO UNDERSTAND WHAT DIFFERENCES ARE AS FAR AS WHAT FREQUENCIES ARE BEING USED.
VFR CORRIDORS FOR FLYWAYS THROUGH CLASS B AIRSPACE.
VFR FLIGHTS IN CLASS B AIRSPACE AND TRAFFIC AVOIDANCE
VFR HIGH CONGESTION IN TRAFFIC; T-CAS ALERT
VFR PILIOTS SHOULD BE TALKING TO IFR MORE
VFR PILOTS THAT DON'T USE THEIR LOCAL AWAS OR ASAS FACILITY. MORE QUESTIONS ABOUT THIS.

GD3A
VFR TRAFFIC CONGESTION AT UNCONTROLLED AIRPORTS.
VIEW FROM THE COCKPIT LOW WING VERSUS HIGH WING AIRCRAFT ESPECIALLY TRAFFIC PATTERN
VISIBILITY ISSUES AND FLYING BETWEEN [AIRCRAFT TYPE A]...COMMUNICATION BETWEEN ATC IN THAT REGARD...WE HAVE A VERY FINE LINE OF AREA TO FLY IN BETWEEN CLASSES OF AIR SPACE. ALSO, SPACE FOR FLIGHT TRAINING.
VOICE COMMUNICATION SYSTEM CAN BE PROBLEMATIC, AUTOMATED WOULD BE BETTER
VOR STATIONS TEND TO FLY MORE AIRPLANES IN ONE LOCATION IN HIGH TRAFFIC DENSITY AREAS WHICH INCREASES RISKS. THE MODE C TRANSPONDER IS A GOOD THING EVEN FOR VFR. IT ACTS AS A GOOD FEEDBACK THAT THE AIRCRAFT IS SEEN...HAVING ONE SHOULD BE ENCOURAGED.
WARNING AREAS OFF [LOCATION A] NEVER GO ABOVE 6000 FEET OFF SHORE
WAS GIVIN AN IMPROPER SERIES OF INSTRUCTIONS BY A CONTROLLER TO FLY A BACK COURSE APPROACH WHICH REQUIRES RADAR VECTORS, BUT WAS ASKED TO FLY IT WITHOUT RADAR VECTORS, DID NOT BECOME SPATIALLY DISORIENTED, BUT B/C DISORIENTED AND NEEDED ASSISTANCE TO RET
WAS THERE EVER A TIME WHEN USE OF ATC LIGHTS IN LIEU OF THE RADIO FOR LANDING OR TAKING OFF. WAS THERE EVER A TIME TO DO THAT?
WE ARE TRAINING YOUNGER PILOTS TO COMPLY WITH FAR RATHER TO BE SAFE PILOTS. SITUATIONAL AWARENESS, YOUNG PILOTS HAVE AUTOMOBILES EQUIPPED BETTER THAN THEIR AIRPLANES TODAY AND BELIEVE THAT TECHNOLOGY IS A PANACEA FOR FLYING ABILITY.
WE DID NOT ASK IF HE CONDUCTED A PRE-FLIGHT OF THE AIRPLANE BEFORE FLYING
WE DID NOT ASK YOU WHAT YOU HAVE DONE IN THE WAY OF TRAINING TO BE A SAFE PILOT. FOR EXAMPLE , SIMILATOR, GO THROUGH EMERGENCY PROCEDURES, FLY WITH AN EXPERT WHO IS UP ON PROCEDURES. I THINK ALL PILOTS SHOULD DO THIS, EVEN UNDER PART 91. BIENNIAL FLIGHT R
WE DON'T HAVE ENOUGH FLIGHT SERVICE STATIONS. THEY'RE CLOSING TOO MANY AIRPORTS SO NEED MORE RUNWAYS. ATC HAS WEATHER INFORMATION THEY HAVE AVAILABLE TO THEM THAT THEY'RE SCARED TO SHARE WITH PILOTS BECAUSE THEY'RE SCARED OF LIABILITY. THAT MIGHT REQUIRE
WE MIGHT ASK MORE ABOUT ICING CONDITIONS.
WE NEED MORE CONTROL TOWER COVERAGE WHEN A MIXTURE OF AIRPLANES OF VARYING SPEEDS AND HIGH DENSITY TRAFFIC FLY IN THE AIRSPACE.
WE NEED MORE RADAR REPEATERS IN A LOT OF CLASS D AIRPORTS. A LOT OF THE AIRPORTS HAVE TOWERS WITH NO RADAR. COULD HAVE CONTRIBUTED MORE ONLY PLANE WAS IN REPAIR FOR MOST OF LAST 60 DAYS. [LOCATION A] AND [LOCATION B] ARE EXTREMELY CONGESTED. A LOT OF PILO
WE NEED TO DO A BETTER JOB CALLING OUT TRAFFIC AVOIDANCE
WE NEED TO UPDATE ENGINES ON THESE AIRCRAFTS. THESE PLANES ARE 1940'S TECHNOLOGY AND THERE IS BETTER TECHNOLOGY OUT THERE. THERE SHOULD BE A MANDATE TO UPDATE ENGINES TO A HIGHER MINIMUM STANDARD FOR SAFETY'S SAKE. THIS SHOULD BE AN AGGRESSIVE CHANGE, BEC
WE PROBABLY NEED TO INVESTIGATE TFR INCIDENTS--THAT'S A BIGGIE THESE DAYS.
WE SHOULD ASK IF PILOTS FIND IT DISTRACTING OR FEEL THAT SAFETY IS COMPROMISED BY CONTROLLERS SPEAKING ON MORE THAN ONE FREQUENCY.
WE SHOULD HAVE TO STOP AT EVERY RUN BEFORE CROSSING ANOTHER RUN WAY . AND BE CLEARED BY GROUND CONTROLLER . CHECKLIST IS REQUIRED FOR THE MECHANIC TO USE,IS SHOULD BE ATTACHED TO THE LOG ,AND GIVEN TO THE OWNER INSTEAD OF THROWING IT AWAY,SHORTEN THE WAIT

GD3A
WEATHER BRIEFING COULD BE MORE HELPFUL.
WEATHER BRIEFING SOMETIMES IS NOT REAL TIME. IT IS WEATHER GUESSTIMATING AND THEY NEED TO LOOK OUT THE WINDOW MORE. FLIGHT WATCH IS GOOD, FLIGHT SERVICE IS USALLY NOT TO GOOD. THEY NEED TO FIGURE SOME WAY TO REDUCE THE AMOUNT OF COMMUNICATION CHATTER CO
WEATHER BRIEFINGS FROM ATC SHOULD REPORT THE CURRENT CONDITIONS AND NOT THE POSSIBLITY OF ICE. I WANT IMMEDIATE REPORTS NOT THE CHANCES. CHANCES OF WEATHER CONDITIONS DOESN'T HELP PILOTS. DEER POSES PROBLEMS TO PILOTS ON AND NEAR THE RUNWAY. BECAUSE IT IS
WEATHER DATA IS PRESENTED IN A FASHION NOT READILY UNDERSTANDABLE TO MOST PEOPLE. THIS LEADS TO FUSTRATION AND CONFUSION CAUSING PILOTS TO LAUNCH INTO WEATHER CONDITIONS THEY DO NOT UNDERSTAND.
WEATHER DISSEMENATION IS VERY COMPLEX
WEATHER FORECASTING IS SO CONSERVATIVE REGARDING ICING AND THUNDERSTORM THAT IT DOES NOT ACCURATELY FORECAST IN REALITY WHAT THE WEATHER IS. ALSO, DO NOT PRIVITIZE THE NATIONAL AIR CONTROL SYSTEM (FAA).
WEATHER NEEDS NO ACRONYMS AND ABBREVIATIONS. THE WORDS COULD MEAN TWO DIFFERENT THINGS AND CAN BE CONFUSING.
WEATHER PORTION OF THE SURVEY SHOULD HAVE ASKED FOR WINTER MONTHS .
WEATHER RECOGNITION - [LOCATION A] PILOT INEXPERIENCED WITH [LOCATION B] WEATHER. HIGH-FREQUENCIES HEARING LOSS IN OLDER PILOTS.
WEATHER REPORTING IN [LOCATION A] FROM FAA IS NOT COMPLETE
WEATHER REPORTING STATIONS. NOT ENOUGH OF THEM.
WEATHER SERVICE FORCASTING FROM THE FAA, CONCERNED ABOUT PRIVATIZING ATC, SOME RESERVATIONS ON PRIVATIZING ATC
WEATHER, THE REASON I DIDN'T HAVE ACCURATE WEATHER WAS BECAUSE IN [LOCATION A] HAS NO WEATHER SOURCES.
WHAT A PILOTS POINT OF VIEW
WHAT ABOUT SAFETY OF FLYING PATTERNS INTO UNCONTROLLED AIRPORTS.
WHAT PROBLEMS AIRPORTS HAVE WITH [AIRCRAFT TYPE A] ENTERING AIRSPACE OR HAVING NEAR COLLISIONS WITH AIRCRAFT. WHAT PROBLEMS DO THEY CAUSE WITHIN THE NATIONAL AIRCRAFT SYSTEM. SPECIFICALLY ENTERING AIRSPACE IN WHICH THEY ARE NOT ALLOWED.
WHAT THEY DID WITH THIS 911 CATSROPHE IN [LOCATION A], THEY DID NOT MAKE IT ANY SAFER TO FLY. WHEN YOU MAKE IT DIFFICULT TO GET SOMEWHERE YOU ARE MAKING IT LESS SAFER TO FLY. THE REGULATION DID ABSOLUTE NOTHING IN HURTING THE TERRORISTS. BUT HINDERS
WHAT'S THE GREATEST HAZARD YOU SEE OUT THERE. ANOTHER PET PEEVE IS THAT I SEE FUEL TRUCKS WITH THE KEYS IN THEM AND NOBODY IS WATCHING THE TRUCKS. BELIEVES THAT ATC SHOULD MAINTAIN AT LEAST 5 MINUTES OF SEPARATION BETWEEN HEAVY PLANES AND LIGHT PLANES
WHEN DOING A FLIGHT FOLLOWING THEY DROP RIGHT BEFORE YOU GET INTO CLASS B AREAS. RESPONDENT HAS TO FLY OVER THE TRAFFIC. CONGESTED AREAS, FREQUENCIES ARE TOO CLOSE TOGETHER IN [LOCATION A]. TOO MUCH CHATTER. CAN'T GET A WORD IN. COULD ASSIGN MORE
WHEN LOW HOUR PILOTS TALK TO ATC, ATC TALKS TOO FAST TO THE PILOTS SHOULD ANNOUNCE THEIR FLIGHT HOURS.
WHEN THE CONTROL TOWER ON AYTIS , THEY BLURT OUT THE INFORMATION, THE WINDS ARE THE MOST IMPORTANT INFORMATION AND I HAVE TO PLAY IT AGAIN TO MAKE SURE I GOT IT RIGHT. SAY IF THEY HESITATE BETWEEN WINDS AND THE DIRECTION IT WOULD BE CLEARER. THEY ARE TOO
WHEN THEY HAVE PRACTICE AREAS THEY SHOULD ASSIGN A DISCRETE FREQUENCY FOR THE PRACTICE AREA FOR THE PEOPLE FLYING IN THE PRACTICE AREA. ALL PLANES SHOULD HAVE THEIR LANDING LIGHTS IN SITUATIONS WHERE THERE IS POOR VISIBILITY.

GD3A
WHEN USING "FLIGHT FOLLOWING", SOMETIMES ATC IS NOT WATCHING OR THE STANDARDS ARE SUCH THAT THE CONTROLLER ISN'T COMPELLED TO TELL US ANYTHING.
WHEN WE'RE GIVING A CLEARANCE EN ROUTE, SPECIFICALLY IN JET-TYPE AIRCRAFTS, BUT PROBABLY ALSO APPLIES TO ALL IFR EN ROUTE CLEARANCES, OFTEN REROUTE CLEARANCES ARE GIVEN TO A NAVAID BY USING THEIR FULL NAME, FOR EXAMPLE, [LOCATION A] RATHER THAN [NAV AID A]
WHEN YOU GO INTO BIG, CONGESTED AIRPORTS, HARD TO GET IN ON RADIO FREQUENCIES. ADD MORE CONTROLLERS (2 PER FREQUENCY).
WHEN YOU TALK TO FAA BRIEFERS, IF WEATHER IS QUESTIONABLE TO THEM, THEY FEEL THEY HAVE TO KEEP YOU ON THE GROUND, AND THEY SAY VFR NOT RECOMMENDED. THEY ARE COVERING THEIR BUTT. GETS FRUSTRATING! MANY HAVE NEVER BEEN IN AN AIRPLANE. SOME PILOTS WON'T EVEN
WHETHER OR NOT PILOTS HAVE ANY TROUBLE WITH TFR'S AND WHETHER OR NOT THEY ARE GRAPHICALLY DEPICTED, CAN PILOTS GET A MAP OF THE AREA THAT THE FLIGHT RESTRICTIONS ARE IN
WHETHER OR NOT WEATHER REPORTING IS ACCURATE ACROSS THE COUNTRY, THERE ARE SOME AREAS WITH MINIMAL REPORTING. NEW SPORT PILOT PROGRAM; IT IS MAYBE GETTING TOO EASY FOR SOMEONE TO GET A LICENSE AND THEY ARE UP THERE WITH ALL OF US, WITHOUT THE PROPER TRA
WHOEVER IS IN CHARGE OF DOING THE CHARTS SHOULD DELETE [LOCATION A] AT 500 FEET OF ELEVATION AS A PRIVATE OR RESTRICTED FIELD. THEY SHOULD PUT IN HILLTOP AT [X] FEET AS RESTRICTED FIELD. [LOCATION A] NO LONGER EXISTS.
WHY DO THEY LET PILOTS FLY FOR MORE THAN 14 HOURS, FMS CAN GET USER UN-FRIENDLY, NOT VERY EASY TO USE
WHY NIGHT VISION GOGGLES (NVG) ARE NOT MANDATORY FOR NIGHT FLYING UNDER VFR FOR ALL [AIRCRAFT TYPE A] PILOTS. THEY SHOULD BE REQUIRED.
WHY NOT ASK QUESTIONS REGARDING SECURITY OR SUSPECTED TERRORIST ACTIVITIES?
WIND CONDITIONS
WIND LIMITATIONS WERE NOT MENTIONED
WINDS ALOFT FORECASTS ARE VERY INACCURATE.
WINGS PROGRAM, THEY HAVEN'T BEEN PUSHING IT VERY MUCH. THEY NEED TO FOLLOW CLOSER. THEY AREN'T GIVING THEM SAFETY SEMINARS LIKE THEY USED TO. THEY NEED TO WORK HARDER AT KEEPING PILOTS CURRENT ON SAFETY ISSUES.
WINGS WEEKEND SAFETY PROGRAMS, FAA SAFETY PROGRAMS
WIRES AND CELL TOWERS ...WHILE FLYING AS A [AIRCRAFT TYPE A] PILOT.
WITH MODERN TECHNOLOGY, ACCURATE, UNDERSTANDABLE PLAIN LANGUAGE WEATHER BRIEFINGS SHOULD BE AVAILABLE BY DUWHATS AND THE INTERNET. CODED REPORTS DISCOURAGE PILOTS FROM OBTAINING THEM.
WITH OVERREACTION TO FLIGHT RESTRICTIONS PILOTS MAY BE FORCED TO BE INTERCEPTED BY MILITARY JETS TOO LATE - NEED BETTER WAY TO DEAL WITH PILOTS WHO ACCIDENTLY INVADE RESTRICTED AIRSPACE.
WORKLOAD CONSOLIDATED OF AIRPORT THE SERVICES ARE BEING STRAINED FOR TOO MUCH.
WORLDWIDE THERE IS AN EXTREME LITIGATION PROBLEM. IN THE UNITED STATES, I HAVE NO PROBLEM.

GD3A
WORST PROBELM VFR UNCONTROLLED AIRPORT HIGH TO LOW MOST PILOTS HAVE BEEN PROBLEM THROUGH THE YEARS. SINCE 9/11 IN A CONTROLLED ENVIORMENT PILOTS NEED TO CONTACT THE TOWER WHEN FLYING CLOSE BUT SOME TOWER CONTROLLERS GET A SNOTTY ATTITUDE TOWARD PILOTS C
WOULD BE INTERESTING TO ASK QUESTIONS ABOUT BIENNIAL FLIGHT REVIEWS AND THE DETAILS, THESE ARE REQUIRED AND I DO NOT THINK THEY ARE HELPING ANYONE, THERE IS A LOT OF LAX, NOT EXERCISING FULL POTENTIAL. REFERENCE THE LEARNING EXPERIENCE DURING THE VFR, A L
WOULD LIKE TO SEE CIVILIAN WORLD GO TO NIGHT VISION GOGGLES
WOULD LIKE TO SEE MORE TCAS PUT IN HELICOPTERS (BETTER COMPUTER SYSTEM)
WOULD LIKE TO SEE MORE WEATHER REPORTING SUCH AS THAT PROVIDED ATIS BECAUSE OF THE ENVIRONMMENT IN WHICH I FLY (SMALLER AIRPORTS).
WOULD LIKE TO SEE RADAR COVERAGE IN THE [LOCATION A].
WOULD LIKE TO SEE TECHNOLOGY WHICH WOULD ALLOW THE PILOT TO RECEIVE WEATHER WHILE ONBOARD.
WOULD NOT PAY TO USE THE ATC SYSTEM. RUMOR THAT THEY WILL HAVE TO PAY.
WRONG DIRECT FROM A CONTROL BUT TEHY ARE HUMAN I KNOW THEY MAKE MISTAKE
YOU DIDN'T ASK A WHOLE LOT ABOUT UNCONTROLLED FIELDS, NON-TOWERED FIELDS. THEY'RE PROBABLY ARE SOME SPECIFIC PROBLEMS TO THESE AREAS.
YOU FLY UNDER IFR CONDITIONS IN A NON-RADAR ENVIRONMENT IN THE [LOCATION A]. THIS IS A REAL PROBLEM IN THE WINTER TIME.
YOU HAVE NON-FAA PERSONNEL WORKING AT TOWERS WHO DO NOT KNOW THE FAA REGULATIONS PROFICIENTLY, FOR EXAMPLE, [AIRPORT X], [AIRPORT Y], WHICH HIRES EX-MILITARY CONTROLLERS WITH NO FAA EXPERIENCE.
YOU MAY HAVE ASKED HOW LONG SINCE THE LAST MAJOR OVERHAUL OF THE ENGINE. ALSO, DID THE AIRCRAFT HAVE A VALID ANNUAL INSPECTION. HAS THE PILOT HAD A VALID INSPECTION EVERY TWO YEARS. THAT'S IT.
YOU MAY WANT TO ADD THE QUESTION HAVING LANDED ON THE WRONG RUNWAY
YOU NEED TO ASK T-CAS QUESTIONS.
YOU PROBABLY SHOULD BE ASKING ABOUT PILOTS WHO HAVEN'T HAD A MEDICAL PHYSICAL--ASK IF THEIR MEDICAL IS CURRENT AND THEIR BIANNUAL CURRENT--AND IS THERE ANY REASON WHY YOU SHOULDN'T BE FLYING. THERE ARE A SMALL NUMBER BUT THEY'RE A DANGER TO US ALL. THER
YOU SHOULD ADDRESS ON TCAS EQUIPPED AIRPLANES HOW MANY ENCOUNTERS HAVE YOU HAD WITH NON-TCAS EQUIPPED AIRCRAFT. LIKEWISE WITH TCAS EQUIPPED AIRCRAFT HOW MANY RA'S HAVE YOU ENCOUNTERED WHICH CAUSED YOU TO DIVERT FROM AN ALTITUDE OR HEADING.
YOU SHOULD ASK HOW MANY VFR PILOTS USE INFLIGHT VFR FLIGHT FOLLOWING FROM ATC CONTROL. FLIGHT FOLLOWING IS EXTREAMLY HELPFUL AND SHOULD BE UTILIZED AS MUCH AS POSSIBLE.
YOU SHOULD BE ASKING MORE QUESTIONS ABOUT ATC TRANSMISSIONS . TOO MANY PEOPLE JUST TALKING ON FREQUENCIES AND NOT BEING BRIEF.
YOUR SURVEYS DON'T ALWAYS APPLY TO FLOATPLANE OPERATIONS.
LACK OF RADIO FACILITIES IN THE OFF-SHORE ENVIRONMENT WE NEED TO LAND AND CALL OUR COMPANY, ASK THEM TO CALL ATC IF WE NEED TO CONTACT THEM. DRUG RUNNER RADAR CAN TRACK US BUT WE CAN'T USE IT.
CROWDED CONDITIONS

GD3A
TFR'S DIFFICULT WHERE THEY ARE; THEY ARE CLOSING TOO MANY AIRPORTS.
AIRSPACE BECAUSE OF SECURITY
TAKING AWAY TOO MANY GENERAL AVIATION AIRPORTS FROM SERVICE
SOME CONTROLLERS, MAYBE 1 OUT OF 10, ARE ABRASIVE AND NOT VERY HELPFUL, ESPECIALLY WHEN THEY WON'T CLARIFY INSTRUCTIONS OR MAKE IRRELEVANT COMMENTS.
GO DEEPER IN THE NOTAM BRIEFINGS AND UNDERSTANDING THEM
HARD TO SEE ANOTHER AIRPLANE
WITH THE NEW SECURITY REGULATIONS IT IS VERY DIFFICULT TO GET ACCURATE INFORMATION BECAUSE IT CHANGES QUICKLY. THEY NEED A BETTER WAY TO LET PILOTS KNOW WHAT IS GOING ON. THEY NEED A BETTER WAY TO GET ACCURATE INFORMATION EASILY TO THE PILOTS. IT SHOULD
THE FAA TOOK AWAY THE ADVISORY AND PUT IN ASAWS, BUT THEY ARE NOT ALWAYS CORRECT. PILOTS DON'T TALK TO ANYONE ANYMORE. OPERATORS ON THE FIELD DON'T ANSWER OR GIVE INFORMATION BECAUSE THEY ARE LIABLE FOR LAW SUITS.
INTENSIVE TRAINING AREA AT [LOCATION A] FOR STUDENTS IS UNKNOWN TO REGULAR PILOTS AND USED FOR TRANSITION CREATING A DEFINITE SAFETY HAZARD FOR STUDENTS AND PILOTS.
TFR FLIGHT RESTRICTIONS
IN [LOCATION A], NEED A PROGRAM FOR LOW ALTITUDE WEATHER FOR HELICOPTERS OPERATING OFFSHORE BY THE FAA.
REVISE DUTY TIME TO PREVENT PILOTS FROM FLYING TIRED.
COMMUNICATION WITH AIR TRAFFIC CONTROLS
SHOULD INCLUDE CRASHES
INFORMATION FROM THE FAA REGARDING TFR (TEMPORARY FLIGHT RESTRICTION) SHOULD BE GIVEN TO THE PILOTS IN ADVANCE, TO AVOID COLLISIONS IN THE AIR.
RUNWAY INCURSIONS
THE MILITARY FLYING OUTSIDE THOSE RESTRICTED AREAS AND DOING IT WITHOUT AIRCRAFT LIGHTING...FIGHTERS FLYING HIGH SPEED.
QUESTIONS ABOUT CONTROLLERS ATTITUDES
TERMINAL FLIGHT RULES NEED TO BE WRITTEN DOWN.
HAVING TO SLOW DOWN AIRCRAFT DUE TO CONGESTION
MAINTENANCE OF ENGINE, AND OTHER PARTS, AIRCRAFT INSTRUMENT READING CORRECTLY
TRAFFIC COLLISION AVOIDANCE SYSTEMS NEEDS TO BE LOOKED AT FOR GENERAL AND COMMERCIAL OPERATIONS. MULTI-ENGINE AIRPLANES SHOULD HAVE T-CAS. COULD HAVE AVOIDED NEAR COLLISIONS IF THIS WERE SO.
VFR TOWER THAT ARE CONTRACTED OUT - QUALITY OF SERVICE IS A LOT LESS. ALWAYS SEEM TO BE DEALING WITH PEOPLE THAT DON'T HAVE A LOT OF EXPERIENCE.
FREQUENCY CONGESTION IS A BIG PROBLEM
SINGLE PILOT JET OPERATIONS IN BUSY AREAS
UNTRAINED PILOTS

GD3A
WE FIND THAT PILOTS FLYING INTO UNFAMILIAR AIRPORTS ARE NOT CHECKING OUT THE TRAFFIC PATTERNS BEFOREHAND. VERY POOR PLANNING.
MAKE T-CAS SYSTEMS CHEAPER SO SMALLER OPERATORS CAN AFFORD THEM
MAINTENANCE
SECURITY OF AIRCRAFT, KEYS BEING GENERIC COULD BE SECURITY OF AIRCRAFT
DUTY TIME FOR PILOTS ARE TOO LAX
AIR TRAFFIC CONGESTIONS AROUND CONTROL AND NON-CONTROLLED AIRPORTS
I DON'T LIKE LEAVING ATC FREQUENCY TO CHECK WEATHER. NEED MORE CONTROLLERS.
REQUIREMENT OF TURRAINE AND AIR CRAFT AVOIDANCE SYSTEMS, ITS NOT REQUIRED AND IT SHOULD BE
FLY OUT OF [AIRPORT] IN [LOCATION], TEACHING GOES ON RUNWAY INVOLING TOUCH AND GOES DURING PERIODS OF VERY HIGH TRAFFIC AT THE AIRPORT. OVER THE PAST SEVERAL YEARS HAVE HAD TO DO A NUMBER OR 360 TO AVOID A COLLISION CAUSED BY TOUCH AND GOES WITH A LARGE NUM
PEOPLE FLY OVERWEIGHT REPEATEDLY AND THAT IS NOT SAFE. FAA LOOKS THE OTHER WAY. MOST FBO'S (FIXED-BASE OPERATOR) FLY UNAIRWORTHY AIRCRAFT AND MOST 135 OPERATORS FLY UNAIRWORTHY AIRCRAFT. FAA DOES NOT SEEM TO DO ITS JOB.
FAA TOO BIG, NOW FAA NEEDS TO GET OUT OF THE OFFICE. AFTER SEPT 11, FAA IS TOO DIFFICULT TO TALK TO AND NOT IN CLOSE CONTACT WITH PILOTS. IN THE SEVENTIES WITH [X] PEOPLE THE OFFICE, THE FAA OFFICE WAS MORE EFFICIENT. WHILE THE FAA TODAY HAS [X] PEOPLE NO
INTERACTION BETWEEN AVIATION PILOTS AND STUDENT PILOTS
FREQUENCY CONGESTION WITH ATC AT [LOCATION X]
REFERRING TO [AIRPORT A] IN [LOCATION A]. [LOCATION B] FOR RECREATIONAL FLYING. NOT OFFICIALLY CLOSED, BUT [ORGANIZATION] WOULD LIKE IT TO BE CLOSED SO THEY TOOK DOWN THE WIND SOCK. IS ALSO AN EMERGENCY STRIP.
CRYPTIC CONTROLLERS IN [LOCATION A], CONTROLLER NOT PAYING ATTENTION TO PILOT ABILITY TO FLLY AND CAN CAUSE SAFETY PROBLEMS
IN [LOCATION], WEATHER CONDITIONS FREQUENTLY CHANGE AND THE WEATHER BRIEFING APPARATUS DOES NOT KEEP PACE WITH THE CHANGING CONDITIONS.
FLYING INTO AN AREA WITH [X] LOCAL AIRPORTS WITHIN [X] MILES OF EACH OTHER WITH NO TOWER AT AIRPORT THAT HAS YOU IN SIGHT AND THEY ARE TELLING YOU WHAT TO DO. CONGESTED AREA AND COMMUNICATING WITH THEM BUT REALIZE THEY ARE MISIDENTIFYING MY PLANE.
DELTA CLASS AIRPORTS NEAR CHARLEE OR BRAVO AIRPORTS THAT LACK INSTRUMENT APPROACHES AND/OR OVER CONGESTED. [AIRPORT A, AIRPORT B] EXAMPLES. NO INSTUMENT APPROACH IN [LOCATION].
I THINK THE STUDENTS AND THE FLIGHT INSTRUCTORS NEED TO BE A LITTLE MORE OBSERVANT AT THE LOCATION I WAS AT, [AIRPORT X]. TRAINING [ETHNIC] HERE AT THIS FACILITY. AT MOST AIRPORTS GENERAL AVIATION PILOTS ARE NOT REAL TOLERANT OF [OPERATION TYPE] PILOTS AT NON-CO
CONTROL TOWER PUT UP IN A [TIME] AND PERSONS ARE NOT INFORMING PILOTS WHO FLY FOR [OPERATION].
SOME PLANES SHOULD NOT FLY OVER STADIUMS --THOSE WITH BANNERS --TOO CLOSE. A LOT OF [OPERATIONS] AT NEAR-BY [MILITARY] BASE. NEED MORE NOTAMS UP TO DATE.
I HAVE AN [ETHNIC] NAME, THERE SHOULD BE SOME WAY TO SEPARATE US FROM THE [ETHNIC] TO MAKE THE SKIES FRIENDLY AGAIN.
LOCAL OPERATING AREAS, RUNWAY CONDITION WITH FOREIGN OBJECT DEBRIS, FOR EXAMPLE, NUTS AND BOLTS LEFT BEHIND BY MAINTENANCE CREWS, ETC.

GD3A
ATC IS GIVING VECTOR THAT COUNTERINDICATE THE INSTRUMENT CONDITIONS
FREQUENCY CONGESTION IN AREAS LIKE [LOCATION A].
COMMUNICATIONS IN GENERAL AND DURING VERY BUSY TIMES, THE GROUND HOLDS HAVE TO BE ADDRESSED AND THEY HAVE TO HAVE A WARNING PRE-FLIGHT IF THERE IS LOTS OF TRAFFIC AND YOU COULD MAKE ALTERNATIVE FLIGHTS.
ATC WHO ARE IN TRAINING AND HAVING BLIND SPOTS IN RADAR SYSTEM, RIDICULOUS SPACING OF AIRCRAFT
DO SOMETHING ABOUT 141. REALIZE THAT IT IS PART OF AVIATION. LOTS OF STUCTURAL PROBLEMS WITH AIRCRAFT, [AIRCRAFT TYPE A] SHEDDING WINGS AND HAVING CRACKS. MORE QUESTIONS ON TURBULENCE FOR CROPDUSTERS. MILITARY AND AGRICULTURAL AIRCRAFT DO NOT MIX WELL.
FLY UNDER PART 91, FLYING INTO [AIRPORT X] THERE IS A MAIN ROAD CROSSING THE RUNWAY. THE SOME SITUATION WHERE BIG VEHICLES ARE IN THE WAY.

GD5A
MAKE IT SHORTER AND THE LAST 60 DAYS IS TOO SMALL A TIME FRAME.
WAY TOO LONG, AND I DON'T KNOW WHO MAKES UP THESE QUESTIONS AND THEY'RE TOO TRIVIAL, MOST OF MY ANSWERS WERE ZERO, PLAYING 20 QUESTIONS.
I THINK PILOT HISTORY FIGURED MORE PROMINENTLY IN THIS SURVEY THAN SAFETY ISSUES.
JUST THAT MOST ISSUES I'VE ENCOUNTERED OCCURED MORE THAN 60 DAYS AGO".
NUMBERS WERE APPROXIMATE, COULD BE MORE ACCURATE IF GIVEN TIME TO PREPARE.
IT IS A LITTLE LONG LENGTH AND I PREFER A MAIL OUT AND I HAVE MY RECORDS IN FRONT OF ME AND I KNEW THE SURVEY WAS COMING SO I REVIEWED MY RECORDS, BUT I COULD HAVE DONE BETTER IF I HAD THE SURVEY AND MY RECORDS IN FRONT OF ME AT THE SAME TIME.
MAKE THE SURVEY AVAILBLE ON THE INTERNET AND YOU CAN GET A BETTER RESPONSE.
60 DAY WINDOW MIGHT BE TOO NARROW.
ONE AIRPLANE THAT THE RESPONDENT FLIES HAS THE CAPABILITIES OF RECEIVING INFLIGHT WEATHER FROM A SERVICE PROVIDER IN CONJUNCTION WITH A FLIGHT MANAGEMENT SYSTEM. TCAS SYSTEM READS INFORMATION FROM OTHER AIRCRAFT THAT HELPS YOU KEEP TRACK OF THESE AIRCRAFT
FELT THAT QUESTIONS WERE INCRIMINATING OR CROSS-EXAMINED.
SOME OF THE QUESTIONS WERE VERY SIMPLISTIC AS FAR AS HAVE YOU LOST A TAIL ROTOR. "TO ME THE SURVEY IS NOT OPERATIONALLY ORIENTED. IT'S ORIENTED FROM A BOOK WITH LITTLE REAL WORLD VALIDITY."
WHY DO YOU NEED ONLY THE LAST 60 DAYS. ALOT OF THINGS HE EXPERIENCED BUT NOT IN THE LAST 60.DAYS.
THE TIME PERIOD THAT YOU LOOK AT NEEDS TO LARGER. THERE IS INSUFFICIENT ABOUT TRAFFIC CONFLICT RESOLUTION WHICH FALLSORT OF EVASIVE ACTION.
THE QUESTIONS CONCENTRATE PROBABLY A LITTLE TOO MUCH ON IN-FLIGHT CONCERNS, RATHER THAN ISSUES ENCOUNTERED ON THE GROUND (I.E. MAINTENANCE).
THERE NEEDS TO BE A CLEARER GOAL FOR THE SUDY EXPECTATIONS. I FEEL IF THERE WERE YOU WOULD HAVE A HIGHER RESPONSE.
HE WOULD LIKE TO KNOW HOW TO GET RESULTS OF STUDY. I'M LOOKING IT UP AND WILL CALL HIM BACK WITH THE ANSWER.
I THINK YOU CAN MAKE IT A LOT SHORTER BY NOT SAYING THE SAME THING OVER AND OVER AGAIN.
I THINK THIS IS EXCELLENT.
I NORMALLY WOULD REFUSE THE SURVEY BUT BECAUSE IT WAS SPECIFIC TO MY JOB AND PROFESSION, I WAS HAPPY TO DO IT WITH NASA SAFETY REPORTING SYSTEM.
I'M WORRIED ABOUT THE TSA GROUNDING LIGHT AIRPLANES. THAT'S WHERE WE GROW OUR PILOTS.
IT WOULD HAVE BEEN BETTER IF THERE WAS A WAY TO ALERT PILOTS OF SOME THE QUESTIONS THAT WERE TO BE ASKED BEFOREHAND. THAT WAY I BELIEVE THE INFORMATION OBTAINED WOULD BE OF MORE VALUE. ALSO, THE 60 DAY WINDOW IS MUCH TOO SHORT, ONE YEAR WOULD BE BETTER.
IT SEEMED TOO LONG ALTHOUGH THE LADY READ THE QUESTIONS FINE.

GD5A
GO A LITTLE BIT FURTHER BACK, BUT IF YOU TALKED TO SOMEONE WHOSE FLOWN QUITE A BIT, YOU LEARN A LOT IN [EXPERIENCED] YEARS OF AVIATION. SEVERAL BAD SITUATIONS THAT I HAVE BEEN IN, AN ATC CONTROLLER TOLD US DIRECTIONS TO GO INTO THE MOUNTAINS, PLAN WAY AH
THE 60 DAY WINDOW IS PRETTY SMALL, I THINK A BETTER MEASURE OF WOULD HAVE BEEN 6 MONTHS. ALSO, SOME OF THE QUESTIONS PERTAIN TO EVENTS THAT WOULD RARELY IF EVER WOULD HAPPEN REGARDLESS OF THE TIME FRAME.
I FIND THIS SURVEY TO BE A TOTAL WASTE OF MY TIME. HAD I KNOWN AN HOUR AGO WHAT THE QUESTIONS ON THIS SURVEY WERE GOING TO BE LIKE I WOULD HAVE REFUSED TO PARTICIPATE. I DON'T FEEL THAT THE INFORMATION YOU CAN GLEAN FROM MY RESPONSES TO ANY OF THESE QUEST
A FEW OF THE QUESTIONS WERE KIND OF LONG OR WORDY.
YOU SHOULD HAVE MORE QUESTIONS REGARDING ATC CLEARANCES. TOO MUCH INFO IN A SINGLE TRANSMISSION.
SOME OF THE QUESTIONS ARE FAIRLY BASIC FOR EXPERIENCED PEOPLE AND THE TIME FRAME --I'VE HAD PROBABLY 90 % WITHIN MY CAREER BUT YOU DON'T CAPTURE IT IN THIS TIME FRAME [SEASON X] DOESNT BRING UP MANY WEATHER PROBLEMS. DIFFERENT THINGS WOULD BE CAPTURED DUR
YOU'RE ASKING ABOUT THE LAST 60 DAYS, (SEEMS A NARROW WINDOW). SIX MONTHS WOULD PROVIDE A WIDER, VALUABLE DATA SOURCE. I HAD PROBLEMS IN THE LAST 6 MONTH REGARDING THE PROBLEMS YOU'RE ASKING ABOUT. ITS ALSO A NARROW WEATHER WINDOW (ONE SEASON VERSUS
60 DAY PERIOD TOO SHORT.
THE SURVEY WAS WELL DONE AND WELL CONSTRUCTED.
60 DAY TIME FRAME NOT GOOD. SHOULD BE 6 MONTHS, A YEAR, OR LATER.
60 DAY WINDOW WAY TOO SHORT A TIME. IT BASICALLY MADE THE INTERVIEW A WASTE OF TIME.
THINKSTIME FRAME OF INTERVIEW SHOULD INLUDE THE LAST 6 MONTHS.
BELIEVE LARGER TIME FRAME WOULD BE BETTER. 90 OR 120 DAYS WOULD CAPTURE MUCH MORE VALUABLE INFORMATION.
AIR TRAFFIC CONGESTION ESPECIALLY DURING BUSY TIMES IN [LOCATION X] AND DURING BAD WEATHER. MORE TRAINING FOR FAR PART 91 PILOTS
THOUGHT MOST OF THE QUESTIONS WERE VERY RELEVANT
THINKS YOU SHOULD EXPAND SURVEY TO 120 DAYS ARE AT LEAST A HALF A YEAR
WRONG WITH THE SYSTEM - WHEN YOU DO GET YOUR CLEARANCE THEY GIVE YOU ONE JET ROUTE TO INTERSECT ANOTHER JET ROUTE. MOST OF THE TIME THERE IS A 5 LETTER IDENTIFIER. THE CLEARANCE DELIVERY DONT GIVE US THE INFORMATION. OUR FMS BOXES TAKE THE AIRWAY WHERE YO
ENHANCE GROUND PROXIMITY WARNING SYSTEM. JETS ARE REQUIRED TO PURCHASE THIS EXPENSIVE PIECE OF EQUIPMENT TO PREVENT FLYING INTO TERRAIN. THIS IS UNNECESSARY, IF THE PILOT ADHERES TO THE MINIMUM SAFE ALTITUDE (A PROCEDURE ALREADY IN PLACE) NOTAMS- DISSEMIN
UNDER GENERAL AVIATION PILOT HAVE A GENERAL AVIATION PILOT SURVEY. WOULD BE INTERESTING TO COMPARE ANSWERS FROM THE PROFESSIONAL AND NON-PROFESSIONAL PILOTS. I CAN BE CONTACTED ANYTIME. [PILOT X]

GD5A
DO NOT THINK THIS IS A VALUABLE SURVEY. QUESTIONS SEEM INSULTING FOR A PROFESSIONAL.
NEED TO ALLOW A LONGER WINDOW OF TIME FOR SURVEY...60 DAYS TOO SHORT. ALLOW ONE YEAR DUE TO ALLOW FOR MORE OCCURRENCES. NEXT SURVEY NEEDS TO BREAKDOWN SURVEY BY CATEGORIZING BY TYPE OF AIRPLANE. ALSO DUATS QUESTIONS DO NOT ALLOW FOR CROSS-TOTALS WHEN U
DUTY TIME ISSUES ESPECIALLY FOR PART 91.
NASA DOES A REALLY GOOD JOB WITH IT. IF THERE IS A PROBLEM OR VIOLATION, I FILL OUT THE FORMS AND NASA TARGETS AREAS OF POSSIBLE DEFICIENCY. THE [DOCUMENT X] AFTER [EVENT X] WAS REALLY A PROBLEM.
MORE QUESTIONS ABOUT FRACTIONAL OWNERSHIP FLYING UNDER PART 91.
REDUNDANT AND ODD QUESTIONS
EXCELLENT SURVEY. ENJOYED PARTICIPATING.
60 DAY TIME FRAME IS AN ISSUE
PUT IT ON PAPER.
ADD ANOTHER SECTION AS FAR AS COMPANIES THAT LIE ABOUT CARGO WEIGHT. CUSTOMERS INTERFERING WITH PILOTS DECISIONS. COMPANIES INTERFERING WITH PILOT'S DECISIONS. WHAT COMPANIES OFFER THE SAFEST PILOT FRIENDLY OPERATIONS- PUBLISHED. TAKE OFF GROSS WEIGHT WI
91 PART ALOT OF QUESTIONS ARE AIMED TOWARD WEEKEND PILOTS. IF WE EVER GET ANOTHER ATTACK DONT RELEASE THE AIR TAXI. THE GOVERNMENT DOESN'T KNOW WHO THE GENERAL AVIATION IS.
I THINK IT IS GREAT WHAT YOU GUYS ARE DOING.
YOU SHOULD ASK SOME QUESTIONS ABOUT THE TEMPORARY FLIGHT RESTRICTIONS.
RESPONDENT IS CURIOUS ABOUT WHY SURVEY IS LIMITED TO LAST SIXTY DAYS. THERE WOULD HAVE BEEN MORE YES'S IF THERE HAD BEEN A LONGER TIME PERIOD.
I WOULD CHANGE SOME OF THE QUESTIONS. I DON'T KNOW WHAT THE FOCUS OF THIS POLL IS.
ITS THE WRONG TYPE OF YEAR TO BE DOING AN AVIATION SURVEY. EX. WEATHER RELATED QUESTIONS .
HAVE A DIFFICULT TIME RECALLING EVENT OVER THE 60 DAYS
THE NUMBER OF CONTACTS IS TOO SMALL TO ACCURATELY POLL THE WIDE RANGE OF AVIATION ACTIVITIES. MANY QUESTIONS COULD BE INTERPRETED WITH QUESTIONS NEED TO BE MORE REALISTIC - MORE QUESTIONS ABOUT LOSS OF GYRO INSTRUMENTS OR VACUUM PUMPS COULD BE ADDE
SOME AREAS OF CONCERN WERE NOT ADDRESSED IN THE QUESTIONS. THE 60 DAYS SHOULD BE EXTENDED FURTHER TO ALLOW FOR MORE INPUT FROM THE PILOTS. OUR EXPERIENCES MAY BE OUTSIDE OF THE 60 DAY WINDOW - THE STRUCTURE OF THIS SURVEY DOES NOT ALLOW FOR THE EXPERIEN
60 DAYS SHOULD BE 1 YEAR TO BE MORE ACCURATE DATA
SURVEY SHOULD BE DONE IN THE WINTER TIME.
BRIEFINGS FROM SOME INTERNATIONAL FLIGHT SERVICE STATIONS. DIFFICULT TO TRANSLATE WEATHER BRIEFS. AT TIMES.
SURVEY SHOULD MORE INFORMATION ABOUT FLYING IN DIFFERENT SEASONS

GD5A
RESPONDENT THINKS THE INTERNET WOULD BE A GOOD WAY FOR PILOTS TO PARTICIPATE AT THEIR OWN LEISURE.
KEEP DOING THESE SURVEYS
HE SAID HE GAVE THE BEST INFO HE COULD FOR THE QUESTIONS BASED ON HIS MEMORY
I THINK IT WAS GREAT. I'M GLAD TO PARTICIPATE.
CONCERNS ABOUT THE SECURITY MEASURES TAKEN WITH PILOTS WHO HAVE ALREADY BEEN CLEARED, DELAYING THEM ON THEIR FLIGHTS. MEASURES SHOULD BE DONE TO SPEED UP THE PROCESS BASED ON THE PERSONS CREDENTIALS.
TOO LONG
BE AWARE OF PERIOD OF TIME THAT SURVEY WAS TAKEN AND TAKE INTO ACCOUNT SEASONAL QUESTIONS ICING, WEATHER, AND INSTRUMENT APPROACHES. THIS SURVEY, IDEALLY, SHOULD BE CONDUCTED IN ALL 4 SEASONS TO ENSURE A COMPLETE PICTURE.
TOO MANY QUESTIONS THAT RELATED TO THE SAME SUBJECT
SURVEY IS NOT SUITED FOR PROFESSIONAL PILOTS SEEMS QUESTIONS ARE TO GENERIC
THIS HAD SOME INTERESTING QUESTIONS.
THE SURVEY IS PRETTY BROAD. IT DOESN'T GO INDEPTH ENOUGH. THE PILOT DOESN'T HAVE MUCH TIME TO THINK ABOUT THE RESPONSES. ON THE INTERNET THE SURVEY WOULD BE A LOT MORE ACCURATE. THE PILOT COULD USE HAVE HIS LOG BOOK WITH HIM AND TYPE AS MUCH AS HE WANTS A
I THINK THAT YOU SHOULD HAVE MORE PEOPLE AVAILABLE TO DO THE SURVEY. AVAILABILITY IS A REAL ISSUE WITH AVIATION PILOTS AND I BELIEVE INTERNET ASSESS TO A SURVEY LIKE THIS WOULD MAKE IT MORE CONVENIENT FOR THE PILOT.
TIME FRAME NEEDS TO BE LONGER. I SUGGEST 1 YEAR OR SO.
FUTURE INTERVIEWS FURTHER BREAK DOWN IN SPECIFIC, CORPORATE DIVIDED BY TYPE OF OPERATION. CORPORATE-91 OPERATORS POSSIBLE FUTURE INTERVIEWS MAY SEPARATE GENERAL AVIATION PRIVATE AIRCRAFT FROM CORPORATE BUSINESS OPERATORS. I THANK NASA FOR TAKING THE TIM
THERE SHOULD BE MORE OF THESE STUDYS BECAUSE THERE IS ALOT OF STUFF THAT HAS GOT TO CHANGE.
THE PERIOD SEEMS A LITTLE SHORT. 6 MONTHS WOULD BE BETTER. NO WEATHER RELATED ISSUES, BUT YOU DID NOT ASK ABOUT A FULL CALENDAR YEAR.
GC1A7: NEED TO ADD THE WORD "ALSO" IN THIS STATEMENT; FOR THE SAFETY RELATED QUESTIONS, THE TIME SHOULD BE THE LAST 6 MONTHS NOT JUST THE PAST 60 DAYS; POSSIBLY ADD SOME INT'L TERMINAL AREA QUESTIONS WHERE THERE IS ALWAYS CONFUSION ABOUT GUIDANCE;
THE SURVEY WAS A GOOD SURVEY. A LOT OF RESPONDENTS'S ANSWERS RELATED TO TRAINING EXPERIENCED. LAST 60 DAYS WERE FLYING DOING VERY NICE WEATHER.
WINTER TIME CONDITIONS WOULD CHANGE INFO AND DATA CONSIDERABLY THEN THAT GIVEN IN THIS INTERVIEW.
THERE SHOULD BE MORE QUESTIONS ABOUT STANDARDIZATION AND PILOT COMPETENCY. YOU SHOULD ASK PILOTS ARE THEIR FLIGHT DEPARTMENTS STANDARDIZED TO A HIGH ENOUGH LEVEL SO THAT EVERYBODY KNOWS WHAT THEY ARE DOING. SOME CORPORATIONS USE CONTRACT PILOTS IN ADDITIO
NEED TO SHORTEN SURVEY; MIGHT GET MORE RESPONDENTS.
MAYBE CALL WHEN WEATHER IS NOT SO GOOD TO CAPTURE MORE EVENTS, NEED TO CAPTURE WINTER WEATHER.

GD5A
KIND OF GENERIC. ALOT OF THE QUESTIONS ARE RELATED TO GENERAL AVIATION
WE, [COMPANY X], WORKED REALLY HARD TO GET AN INTERVIEW WITH THIS PARTICULAR PERSON WHILE SO MANY OTHER PILOTS COULD HAVE DONE THIS INTERVIEW AS WELL AND GIVEN THE SAME ANSWERS. REALLY A WASTE OF MONEY.
ASK ABOUT LAST 60 DAYS, THEN ASK DID THIS EVER OCCUR?
THE SURVEY'S DEFINITION OF FLIGHTS WILL BE COMPLICATED FOR FLIGHT INSTRUCTORS BEING INTERVIEWED FOR THIS SURVEY BECAUSE THEIR LOG BOOK ENTRIES WILL DIFFER FROM THE SURVEY'S DEFINITIONS. THESE INDIVIDUALS WILL HAVE TO DO A LOT OF HEAD COMPUTATIONS TO FIT I
HOPE IT GETS TO THE RIGHT PEOPLE
YOU ARE NOT GOING TO GET HONEST ANSWERS TO MOST OF THESE QUESTIONS FROM PILOTS DUE TO PARANOIA AND FEAR OF BEING FINED AND/OR SANCTIONED.
GLAD TO BE INVOLVED IN THE SURVEY
WITH PILOTS HAVING LITTLE FLIGHT TIME, EXPAND RECALL PERIOD. ALSO, FEEL FREE TO CALL ME ANY TIME
ADD Q ABOUT FLOATS & SKIP ALL Q'S THAT WOULDN'T APPLY
I LIKE THE WAY THINGS ARE GOING
DOES NOT GIVE ACCURRATE PICTURE OF WHAT'S GOING ON REALLY IN AVIATION SAFETY.
SECURITY AT GENERAL AVAITION AIRPORT IS NOT STANDARIZED AND SHOULD NOT BE GOVERNMENT CONTROLLED
THERE IS A PROBLEM WITH WITH SHORT TIMES OF RECALLL WITH GENERAL AVIATION PILOTS
FINDS DUATS TO BE VERY HELPFUL,
THINKS IT IS A GOOD IDEA
I WOULD BE MORE PRONE TO ANSWER THIS TYPE OF SURVEY ON THE INTERNET. THEY SHOULD LEAVE SPACE FOR COMMENTS
INTERVIEW COULD HAVE BEEN ON THE INTERNET
VERY UNHAPPY ABOUT CONSTANT REPITITION OF PHRASES WITHIN THE INTERVIEW QUESTIONS
YOU NEED TO EXTEND THE SURVEY TIME TO AT LEAST THE PAST 12 MONTHS.
TOO LONG.
I THINK THAT THIS SAFETY IS A GOOD THING THAT THEY ARE DOING.
THE SURVEY IS FINE MAYBE TOO BROAD. TRY TO MIX ME WITH A PILOT WITH LOW TIME IS AMUSING.
SOME OF MY RESPONSES WERE VERY GENERAL IN NATURE. I REALLY COULDN'T BE SPECIFIC SINCE I CANNOT BE SURE OF THE EXACT NUMBER OF OCCURRENCES OF ANYTHING IN THE PAST 60 DAYS.
I DON'T KNOW IF YOU GETTING GOOD DATA IF YOU ARE ONLY ASKING ABOUT THE LAST 60 DAYS HAVE HAD A NUMEROUSE OF INCIDENTS THAT HAPPEN BUT NOT IN THE LAST 60 DAYS.
THE TIME FRAME SHOULD BE LONGER.
NO BUT I WOULD LIKE TO MAKE A COMMENT ABOUT NASA. I ATTENDED EVENT X THIS YEAR, AND THEY HAD TWO DIFFERENT SITES, AND I THROUGHLY ENJOYED GOING THRU BOTH SITES. THEY WERE MOST INFORMATIVE AND VERY ENTERTAINING. THE PEOPLE WHO WERE WORKING ON PROJECTS WE

GD5A
IF WE HAD A DISCISION TREE , I COULD TELL YOU RIGHT AWAY THAT I FLY ONLY FAR PART 91. WHEN YOU RUN INTO A GUY THATS NOT A COMMERCIAL PILOT.
VERY THOROUGH
60 DAYS MIGHT BE TO SHORT OF TIME.
TOO LONG. HOPE THAT SOMEONE PUTS IT TO GOOD USE
REPETITION IS TOO EXCESSIVE, LETTER SHOULD SUGGESTION LOG BOOK SHOULD BE KEPT
THE REPETITION GETS TO ME. HE COULD HAVE TAKEN IT IN LESS TIME IF IT WERE NOT FOR THE REPETITION.
IT'S A BAD TIME TO ASK QUYESTIONS ABOUT INSTRUMENT CONDOITIONS BECAUSE TEH WEATHER ISN'T BAD. BETTER TO ASK WHEN MORE POOR WEATHER CONDITIONS EXIST.
R SAID HE FEELS SURVEY COULD BE DONE MUCH FASTER ON THE INTERNET JUST CHECKING OFF ANSWERS.
SIXTY DAYS IS NOT A LONG-ENOUGH PERIOD OF TIME TO BE ASKING QUESTIONS ABOUT-THE TIME FRAME NEEDS TO BE LONGER.
SHOULD INCLUDE ALL TYPES OF AIRCRAFTS. ALSO YOU LIMITED MY RESPONSE TO AIRPLANES INSTEAD OF AIRCRAFTS.
LONGER TIME PERIOD SHOULD BE COVERED - THAN 60 DAYS
THE SURVEY IS TOO LONG. THERE ARE TOO MANY CASUALTY TYPE QUESTIONS. THE GREATES PERCENT OF G A FLIGHTS END SAFELY.
RESTRICTED AIR SPACE AREAS THAT KEEP CHANGING
VERY THOUROUGH
I.F.R FLYING IS NOT NEED MUCH IN THE SUMMER, BUT IN THE WINTER THE ANSWERS WOULD HAVE BEEN DIFFERENT
YOU CAN UNDER SYSTEM X DUATS YOU CAN GET A WEATHER BRIEFING HAVE A MACHINE TRANSLATE THE SYMBOL TO GET AN ACCURATE WEATHER BRIEFING
YOU WILL MISS GOOD INFORMATION BY NOT ALLOWING FREE FORM ANSWERS
WHAT ARE YOU GOING TO DO WITH THE ANSWERS TO THE QUESTIONS?
I THINK TRHAT THE 60DAYS IS NOT ENOUGH FOR OBTAINING ACCURATE INFORMATION. HAD THE TIME SPAN BEEN LONGER I MAY HAVE BEEN ABLE TO PROVIDE MORE DATA.
THE 60 DAY LIMITATION FOR EXPERIENCES IS QUITE LIMITED ESPECICALLY FOR GENERAL AVIATION FLYING. 180 DAYS WOULD PROVIDE MORE CREDITABILITY DUE TO THE HIGHER NUMBER OF HOURS FLOWN.
SIXTY DAY LIMITATION OF THIS SURVEY IS UNREASONABLE. MY RESPONSES WILL THEREFORE MEAN NOTHING AS FAR AS COLLECTED DATA FOR SAFETY ISSUES IS CONCERNED.
LIKE THE SURVEY TO CHANGE BASED ON SURVEY QUESTIONS. IF I FLY FIX THE QUESTIONS SHOULD NOT ASK ABOUT NOT APPLICABLE QUESTIONS.
GO BACK FOR ATLEAST 10 YEARS INSTEAD OF 60 DAYS
THESE ARE TWO VERY GOOD QUESTIONS (GGE2 & GGE11)
SHORTEN IT
MORE POINTED QUESTIONS ON AUTOMATIC OBSERVATIONS

GD5A
TOWER CONTROL AIRPORTS DO NOT MAKE YOU FEEL LIKE THEY HAVE TIME FOR YOU. WHEN ASKING FOR PROGRESSIVE TAXING INFORMATION, I WAS IGNORED AT AN AIRPORT I WAS NOT FAMILIAR WITH. NEED TO ASK MORE ABOUT GROUND INCURSIONS. TROUBLED BY A NUMBER OF OLDER PILOTS
GOOD SURVEY BUT WOULD PREFER TO DO IT BY MAIL
WE SHOULD ASK MORE QUESTIONS ABOUT MINIMUMS ON INSTRUMENT APPROACH; WE SHOULD ASK MORE QUESTIONS ABOUT F.A.R.'S AND HOW PILOTS INTREPRET AND UNDERSTAND THEM,
THE FAA SHOULD BE OUR TEACHERS INSTEAD OF JUDGE & JURY. I APPRECIATE THE SURVEY. I LIKE TO HAVE MY OPINIONS VOICED AS FAR AS THE AVIATION COMMUNITY. THERE IS A FORM TO FILL OUT WHENEVER THERE IS A PROBLEM. THE DEADLINE NEEDS TO BE EXTENDED FROM 10 DAY
MORE STRONGLY STRESS CONFIDENTIALITY IN THE INTRO (NOTE: I MENTIONED THAT COMPANY X COULD NOT RETREIVE NAMES EVEN UNDER SUBPOENA)
THERE SHOULD BE SOME QUESTIONS ABOUT UNCONTROLLED AIRPORTS.
A LOT OF YOUR QUESTIONS DO NOT APPLY TO LOCATION X.
THE INTERNET FOR WEATHER BRIEFING IS A GREAT TOOL, RESPONDENT DOES SUBSCRIBE TO SYSTEM X.
I THINK THAT THIS SURVEY IS GEARED MORE TOWARDS THE SINGLE ENGINE PILOT AND NOT TO THE KIND OF FLYING I DO AND TO THE HIGH NUMBER OF HOURS THAT I FLY EACH MONTH
THERE SHOULD BE A QUESTION THAT ASK ARE THERE ANY INCIDENCES OUTSIDE OF THE 60 DAY PERIOD THAT YOU WOULD LIKE TO TELL US ABOUT
QUESTIONS ARE TOO WORDY THEREFORE, I HAD TO ASK YOU TO REREAD THE QUESTION BECAUSE I HAD LOST MY TRAIN OF THOUGHT.
WOULD LIKE TO KNOW WHAT YOU ARE GOING TO DO WITH THE INFROMATION.
TIME FRAME FOR SURVEY NEED TO GO BACK FURTHER TO GET MORE ACCURATE ACCOUNTING OF PROPER INFORMATION.ALSO WE NEED MORE ACCURATE REPORTING OF AIRCRAFT ACCIDENTS,CONTACT PILOT INVOLVED IN ACCIDENT .
NEED TO STREAMLINE QUESTIONS
MORE DETAILED QUESTION CONCERNING WEATHHER INFORMATION AND ATC PROVIDING WEATHER
DON'T KNOW IF THIS IS OF ANY VALUE
DOING A GOOD JOB KEEPING UP WITH TECHNOLOGY. EXAMPLE- AOPA SITE IS GOOD SITE FOR WEATHER
THE EMERGENCIES COULD PERHAPS EXTEND BEYOND THE LAST 60 DAYS.
RECOMMEND PILOTS PULL OUT LOG BOOKS BEFORE STARTING SURVEY
ONCE YOU MADE THE STATEMENT OF PILOT OR CO-PILOT, I DON'T THINK IT IS NECESSARY FOR YOU GUYS TO KEEP REPEATING THE SENTENCE TO MAKE THE SUREY LONGER.
PILOT LOCATION X WOULD LIKE THE RESULTS AND SCOPE OF THE SURVEY. PLEASE EMAIL THE RESULTS OF THIS SURVEY IF POSSIBLE TO HIS EMAIL ADDRESS. THE E-DRESS IS AS FOLLOWS: PERSON X
COULD GO BACK MORE THAN 60
I WOULD RATHER HAVE DONE THIS ON THE INTERNET. ON DUWATTS OR SOMETHING LIKE THAT.
MAKE GREATER THAN 60 DAYS

GD5A
PERHAPS YOU SHOULD INCLUDE A COMMENT ABOUT THE CONFIDENTIALITY OF THE SURVEY.
RESPONDENT HAS FLOWN FROM DATE X TO PRESENT
60 DAYS SHOULD BE ON 90 DAY CYCLE. LETTER SHOULD TELL PILOT TO HAVE LOG HANDY FOR INTERVIEW OR LAST 60 DAYS WORTH OF FLIGHTS.
TIME FRAME TOO NARROW TO GET ACTUAL TRUE RESPONSES.
I THINK IT WAS VERY WELL DONE.
I BELIEVE THAT 60 DAYS IS TOO SHORT - SHOULD BE MAYBE LONGER-WOULD LIKE TO COMMEND NASA - GREAT SURVEY - THIS IS JUST THE TIP OF THE SAFETY ICEBERG.
R. IS HAPPY THAT THE SURVEY IS TAKING PLACE.
IT WOULD BE BETTER IF IT WAS DONE OVER THE INTERNET
FIRST QUESTIONS SHOULD BE TO SEGREGATE THE INTERVIEWEE TO IFR VERSUS VFR AND ALSO FURTHER SEGREGATE TO TYPE OF AIRCRAFT AND TYPE OF FLYING. IT WOULD SHORTEN THE SURVEY BECAUSE A LOT OF ANSWERS DID NOT APPLY.
YOU HOPE THERE ARE MORE SURVEYS.
NEXT TIME PUT IN WRITING.
I THINK IT IS A GREAT IDEA.
ONLY FLIES VFR NO IFR THE COMPUTER PROGRAM SHOULD ASK QUESTIONS ABOUT THEM
SHOULD SEND A NASA HAT TO EVERYONE WHO TAKES SURVEY.
AIRCRAFT TYPE X WAS NOT AN OPTION - I OPERATE AIRCRAFT TYPE X
LAST 60 DAYS GIVES A WEAK PICTURE OF MY FLYING. I WOULD ALLOW AT LEAST A YEAR'S TIME TO GIVE A MORE ACCURATE PICTURE OF FLYING PROBLEMS.
FAIRLY RIGID IN STRUCTURE; NOT ENOUGH OPPORTUNITY TO PROVIDE UNSOLICITED INFORMATION. PEOPLE COMMUNICATING ON ATC OR UNCONTROLLED FREQUENCY WHERE IT APPEARS THAT ENGLISH IS NOT THEIR PRIMARY LANGUAGE. IN UNCONTROLLED AIR SPACE PLANES BREAKING INTO SEQUE
CONFUSING QUESTION ABOUT THE INTERNATIONAL FLYING - DOES IT INCLUDE LOCATION X- SHOULD BE MORE SPECIFIC, THE QUESTION ABOUT FLYING NEAR AIRCRAFT SHOULD BE MORE SPECIFIC IN RELATION TO THE PILOT'S INTENT
PARAMETERS COULD WIDER. MORE THAN 60 DAYS
I THINK YOU ARE VERY FRIENDLY.
MIGHT WANT TO PUT THE SURVEY ONLINE SO PILOTS CAN GIVE MORE PRECISE INFO
WHAT IS HAPPENING WITH DATA
THE QUESTIONS THAT REQUIRE BROADER THOUGHT, LIKE LAST FEW QUESTIONS, BRIEF CLIENT AT BEGINNING ABOUT QUESTIONS SO CAN BEGIN TO THINK ABOUT.
THE INTERACTION WITH AIR TRAFFIC CONTROL PERSONNEL. I'VE HEARD SOME PEOPLE SAY THEY'RE NOT PATIENT WITH INEXPERIENCED PILOTS.
IF YOU ARE GOING TO INTERVIEW OCCUPATION X PILOTS THEN THE QUESTIONS SHOULD BE MORE RELATED TO OCCUPATION X FLYING.
I WANT TO GET A COPY OF THE REPORT.
SINCE THIS IS A RANDOM SURVEY MY ANSWERS PROBABLY AREN'T THAT IMPORTANT.

GD5A
THE PLANES USED OTHER THAN THE AIRCRAFT TYPE X ARE THE AIRCRAFT TYPE X AND THE AIRCRAFT TYPE X
DISTINGUISH BETWEEN TYPE OF AIRPORT YOU USE IN RELATION TO CONTROLLED OR NON-CONTROLLED, HOW BUSY AIRPORT IS, ETC.
SIXTY DAYS IS TOO SHORT OF PERIOD FOR THE SURVEY.
A LOT OF THINGS THAT YOU ASKED ME I WOULD HAVE BEEN ABLE TO ANSWER MORE FULLY HAD YOU EXTENDED YOUR SURVEY PARAMETERS BEYOND THE LAST SIXTY DAYS.
PRETTY GOOD. I WOULD LIKE A COPY OF THE FINAL REPORT.
I THINK THE SURVEY WOULD HAVE MORE MEANING IF YOU FOUND OUT THE MAIN OCCUPATIONS OF PILOTS. MANY PILOTS FLYING UNDER PART 91 HAVE ALTERNATE OCCUPATIONS. SOME OF THEM ARE OFTEN PREOCCUPIED WHEN FLYING BECAUSE FLYING ISN'T REALLY THEIR PROFESSION. THEIR MIN
ASKING "HAVE YOU EVER?" INSTEAD OF "IN THE LAST LAST 60 DAYS," WOULD BE MORE INTERESTING IF THE PLAN OF THE STUDY WAS OVER A PERIOD OF TIME.
WHY WAS 137 AGRICULTURAL FLYING NOT INCLUDED IN THE SURVEY
NOTAMS WITH VISUAL REFERENCES TFR NEEDS TO BE CLEARER
EMAIL OR POSTAL LETTER INSTEAD OF THE VERBAL OF DOING THE SURVEY
WHEN YOU FLY A DATE X AIRPLANE MOST OF YOUR QUESTIONS DONT APPLY. IT HAS NOT INSTRUMENTS, RADIO OR ELECTRICITY.
RESPONDENT WOULD LIKE TO RECIEVE A COPY OF THE RESULTS, OR AT LEAST THE WEBSITE WHERE HE CAN FIND THE RESULTS ONLINE
NASA SHOULD PUBLISH THIS MATERIAL AND TELL THE INTERVIEWEES WHERE AND HOW THEY WILL RECIEVE THIS INFORMATION IN DATE X. INCLUDE ONLINE RESULTS.
MORE INTERNET SERVICE FOR AVIATION PILOTS
YOU ASKED ABOUT HOW MANY TIMES DURING THE X HOURS THAT HE CHANGED FREQUENCIES WITH THE CONTROLLER - SOMEONE MIGHT ASK IF I WAS ON A VFR FLIGHT PLAN, WHY TALKING WITH A CONTROLLER. DO THAT SO I CAN HAVE FLIGHT FOLLOWING -I ALSO TALK TO COMPANY X A LOT TO
WHY IS THE TIME SPAN 60 DAYS AS OPPOSED TO A YEAR OR MORE
FAA REALLY NEED TO ADDRESS THE OF FREQUENCY CONJESTION IN THE LOCATION X ESPASICALLY ON THE WEEKED: UNICOM SYSTEM ON THE FREQUENCY X MHZ THAT 3 UNCONTROLLED AIRPORTS
THE ORIGINAL LETTER LOOKED LIKE AD WHEN IT CAME, WAS MISINTERPRETED. TRY TO MAKE THE MAILING NOT LOOK LIKE AN AD.
MORE ANSWERS WOULD BE NEGATIVE IF TIME SPAN WAS LONGER
TIME LIMITS ON QUESTION SEEMS TO SHORT
FAA OVER OBSERVANCE OF ENFORCING PAPER RULES OTHER THEN ADDRESSING SAFTEY ISSUES THAT NEED TO REALLY BE ADDRESSED EX. NITPICKING
COMMUNICATIONS ARE RAPID AND SHORT AND SOMETIMES NOT UNDERSTANDABLE, SPEED DOES NOT REALLY MAKE FOR SAFETY.
RESPONDENT SAID "THIS WAS A GOOD SURVEY".
WHY IS THE SURVEY ONLY COVERING THE LAST 60 DAYS AS OPPOSED TO AT LEAST THE LAST YEAR

GD5A
DON'T ASK QUESTIONS INAPPROPRIATE FOR AIRCRAFT PARTICIPANT IS FLYING. TARGET FOLKS WHO ARE FLYING ON A DAILY BASIS, AT LEAST HALF SHOULD BE ATP.
IT'S REALLY COMPREHENSIVE.
AIRPORT SAFETY, IF FBO ARE CHECKING PILOTS AND PILOT ID'S, WHAT IS TAKING PLACE THERE, "ARE YOU WHO YOU SAY YOU ARE WHEN YOU ARE GETTING INTO A PLANE AS THE PILOT"
HAVE QUESTIONS THAT ARE MORE SPECIFIC.
ONE THING YOU COULD WORK ON IS COMMUNICATIONS. THEIR SHOULD BE MORE TRAINING. MORE INTERNATIONAL TRAINING. ALOT OF PILOTS ARE DEVELOPING THEIR OWN SLANG. IT'S BECOMING CONFUSING TO PILOTS WHO ARE NOT FAMILAR WITH IT.
CHANGE THE TIME FRAME FROM 60 DAYS TO 6 MONTHS
MY OTHER FLIGHTS WERE IN AN AIRCRAFT TYPE X BUT I DID NOT INCLUDE IN THIS SURVEY.
NEED TO EXPAND TO 6 MONTHS AT LEAST TO REPRESENT MORE SAFETY EVENTS.
IT WAS VERY THOROUGH ALTHOUGH IT SHOULD HAVE GONE BACK A BIT FURTHER.
1.SURVEY IS TOO LIMITED BY ONLY INVOLVING LAST 60 DAYS FLYING EXPERIENCE--THEREFORE, IT DOES NOT FULLY REPRESENT THE COMPLETE EXPERIECE WITH MALFUNCTIONS, WEATHER CONDITIONS, AND OR HAZARDOUS ATC RELATED SCENEREOS. 2. SURVEY DOES NOT ADEQUATELY REFLECT OC
HOW WELL THE FAA SHUT US DOWN AND GOT US OUT OF THE AIR AFTER EVENT X
INCREASE TO 6 MONTHS THAN 60 DAYS
TIME RESTRICTIONS, I THINK IT COULD HAVE BEEN A LITTLE LONGER. SHOULD ASK QUESTION DID ANY SIGNIFICANT EVENTS OCCUR IN LAST 2 YEARS.
TO SAVE TIME ASK UP FRONT HAS ALL YOUR FLYING BEEN RECREATIONAL OR PROFICIENCY, AND THEN CUT OUT QUESTIONS THAT DO NOT APPLY BASED ON THIS.
TALKING ABOUT LAST 60 DAYS IS NOT ENOUGH FOR SURVEY
SOME OF THE QUESTIONS IN THE BEGINING SHOULD DIG A LITTLE DEEPER INTO THE KIND OF OPERATIONS PILOTS ARE FLYING. I ALSO THINK THE QUESTIONS SHOULD RELATE BACK FARTHER THAN 60 DAYS. MAYBE AS FAR BACK AS 6 MONTHS.
MAY WANT TO MAKE SHORTER, BUT BROADER. IT SEEMED TO BE VERY SPECIFIC IN ITS DETAIL WHEN WHAT WE MAY BE TRYING TO LEARN ARE BROADLY BASED TRENDS.
LET RESPONDENT RECIEVE LETTER FIRST BEFORE CALLING
RESPONDENT IS A SAFETY FLIGHT INSTRUCTOR, TEACHES SAFETY IN UNUSUAL ATTITUDE, NEEDS TO HAVE MORE TIME FOR FLIGHT INSTRUCTORS
SYSTEM X PROFESSIONAL PROGRAMS BETTER COMPANY X DUATS PROGRAMS
OTHER PILOTS EXPERIENCES PROBLEMS MAY BE A POTENTIAL PROBLEM IN THE FUTURE.
THE RESPONDANT WANTED TO STATE THAT THE QUESTION ABOUT IF HE HAD TO PERFORM AN EVASIVE ACTION TO AVOID AN IN-FLIGHT COLLISION WITH ANOTHER AIRCRAFT WAS COMPLETLY ATC FAILURE TO ALERT EITHER AIRCRAFT. IT HAPPENED TWICE IN THE LAST 60 DAYS.
DUATS COULD BE MORE USER FRIENDLY
CHANGE TO 6 MONTHS THAN 60 DAYS

GD5A
I THOUGHT IT WAS A VERY THOROUGH SURVEY. I WOULD LIKE TO ADD THAT IF YOU WANT TO BE MORE ACCURATE, YOU COULD ASK THE PERSON TO ADD THOSE THINGS SUCH AS HOURS UP BEFORE STARTING THE SURVEY.
VERY EASY SURVEY. 1 PROBLEM LAST 60 ENDED MY FLIGHT EARLY TO AVOID BAD THERE WERE NOT ANY QUESTIONS ABOUT MY PROBLEM.
SURVEY SHOULD INCLUDE QUESTIONS ON PILOTS WHO FLY AIRCRAFT TYPE X. THE TIME SPAN FOR THE SURVEY OF 60 DAYS NOT LONG ENOUGH, SHOULD BE AT LEAST 6 MONTHS TO A YEAR. A GROUP OF ABOUT 100 PILOTS SHOULD BE GIVEN THE OPPORTUNITY TO COME UP WITH THE QUESTIONS FO
IT'S SOMEWHAT DIFFICULT TO VALIDATE THAT I AM TALKING WITH A NASA SURVEYOR, SO I'M GOING ON TRUST.
ASKING HIM ABOUT HIS FEW HOURS DURING THE LAST 60 DAYS IS NOT EXACTLY A GOOD INDICATOR OF AVIATION SAFTEY. THE INTERVIEW SHOULD ALSO GO BACK ABOUT A YEAR.
OVER THE PERIOD OF 60 DAYS AND THE EVENT X SITUATIONS THAT WE HAVE HAD THE WEATHER CONDITIONS DIDN'T REALLY AFFECT ANY FLIGHTS IN A NEGATIVE WAY. 60 DAYS IS NOT A GOOD WINDOW OF TIME. 6 MONTHS TO A YEAR WOULD BE A MORE ACCURATE TIME PERIOD. I DID HAVE
IT WOULD HAVE BEEN MORE EFFECTIVE IF IT PERTAINED TO THE TYPE OF FLYING I FLEW THE MOST.
ANYTHING THAT IMPROVES SAFETY IS WORTH THE EFFORT.
RESPONDENTS NEED TO RECIEVE LETTER FIRST BEFORE CALLS ARE MADE
IT WAS CONCENTRATE ON COMMERCIAL PILOT AND THEN QUESTIONS WERE NOT APPLICABE BUT STILL THE TUTOR WAS STILL ASKING FOR CATEGORIES ABOUT THE SAME QUESTION
I'M A BIG FAN OF THE ATC SYSTEM AND I FILE AN INSTRUMENT FLIGHT PLAN ON ALMOST EVERY FLIGHT EVEN WHEN THE WEATHER IS GOOD.
THEY SHOULD SPECIFY FOR PILOT CATEGORY IF IS COMMERCIAL OR NON-COMMERCIAL
SURVEY SHOULD COVER MORE THAN PAST 60 DAYS.
IT'S A LITTLE LONG.
AGE 60 RULE IS UNFAIR. I FEEL AS LONG AS PERSON CAN PASS THE PHYSICAL AND MAINTAIN COMPETENCY THAT HE SHOULD BE ABLE TO OPERATE THE PART 121 AIRCRAFT. THAT RULE WAS ESTABLISHED WITH VERY LITTLE RESEARCH AND IT IS ARBITARILY PUT INTO THE REGULATIONS WITHO
HOLD THEM MORE FREQUENTLY, OR OVER THE INTERNET.
AS AN OCCUPATION X, HE DOES'NT FIT THE SURVEY. SO HE FEELS.
CHANGE THE FLYING TIME LIMIT
DUATS: THE ROUTING THAT IS OBTAINED FROM DUATS DOES NOT MATCH THE ROUTE IN THE CLEARANCE.
60 DAYS IS A VERY NARROW TIME PERIOD. ONE YEAR WOULD GIVE A BETTER PICTURE AND GIVE A WIDER PICTURE OF SAFETY ISSUES.
YOU WOULD LIKE TO BE ABLE TO RE-DESIGN THE INSTRUEMENTATION AND AG GATE FOR GENERAL AVIATION, NEEDS TO BE CONTACTED BY NASA OR ANYONE WHO WILL LISTEN
LOW HOURS IN 60 DAY PERIOD WILL NOT GIVE GOOD RESULTS
RECEIVING BLEAK OR NOT ACCURATE WEATHER INFO FROM FLIGHT SERVICE VERBAL REPORTS
THE SURVEY IS OK BUT SHOULD BE BACKED UP TO INCLUDE 5 YEARS PAST. I COULD RELATE BETTER TO ATC QUESTIONS, ETC.

GD5A
I THINK IT IS PRETTY THUROUGH!. IF YOU PRIVITIZE AIR TRAFFIC CONTROL WHERE INDIVIDUAL PILOTS WILL BE CHARGED FOR SERVICES PROVIDED, WHATS GOING TO HAPPEN THOSE PILOTS WILL IGNORE GETTING WEATHER REPORTS, FILLING FLIGHT PLANS, ETC. BECAUSE IT IS GOING TO C
I THINK LOOKING AT 60 DAYS IS NOT SUFFICIENT. MORE VALUABLE LOOKING AT PAST 6 MONTHS OR 1 YEAR IN THE CASE OF NON-COMMERCIAL PILOTS.
ALL OF THIS SHOULD BE PART OF AN AOP PROGRAM OR INCLUDED IN AN AOP PROGRAM.
PARAMETERS COULD HAVE BEEN GREATER.
SHOULD ASK PILOTS IF THEY ALWAYS USE THE RADIO TO COMMUNICATE POSITION INSTEAD OF A CONTROL FIELD. PILOT FAILED TO MAINTAIN THE VFR ALTITUDE REQUIREMENTS. HOW MANY GA PILOTS FILE FLIGHT PLANS FOR VFR FLIGHTS.
60 DAY SPAN IS MUCH TOO SHORT FOR THE SURVEY.
THE 60 DAY TIME PERIOD IS NOT WHEN I DO MOST OF MY IFR FLYING.
I'M GLAD THIS STUDY COVERS ALL RANGES OF EXPERIENCE.
WITH REGARD TO CONSERVATIVE VFR QUESTION, THOSE CONDITIONS WERE INDUCED BY HAZE AND NORMALLY MY FLIGHT WOULD BE UNLIMITED. 10 MILES IN UNLIMITED CEILING. IT WAS A GOOD SURVEY.
EXPLORE THE TYPE OF LICENSE OF A PILOT. REPEATING SOME OF THE QUESTIONS OVER AND OVER AGAIN IS REDUNDENT AND UNNECESSARY.
IT SEEMS THAT SOME OF THE QUESTIONS ARE LOOKING AT EXTREMELY RARE SAFETY ISSUES AND MAYBE LEGAL SAFETY ISSUES, BUT SAFETY ISSUES THAT ARE MORE IMPORTANT IN THE REAL WORLD. WINDSHIELD COMING OUT IS VERY RARE, HOWEVER, FLYING WITH SINUS GIVING HEADACHE AND
WOULD BE GOOD TO TAKE ONLINE, SEND PASSWORD AND ID'S TO PILOTS SO THEY CAN CONFIDENTIALLY TAKE ONLINE.
FAA PILOT DATABASES INCLUDE AIRCRAFT TYPE X AND AIRCRAFT TYPE X PILOTS WHO DO NOT FLY IFR AND ATC AND DO INCLUDE OCCUPATION X AIRCRAFT TYPE X AND AIRCRAFTY TYPE X PILOTS WITHOUT MEDICAL CIRTIFICATE.
FAA DOES AGREAT JOB ALSO, WEATHER SERVICES TOO I COMMEND THEM ON GREAT JOBS.
VERY GOOD AND THOROUGH.
I THINK THIS SURVEY IS A REAL GOOD IDEA.
I THINK A LOT OF THE QUESTIONS ARE IRRELEVANT TO IFR FLYING. JET AIRPLANE.
GENERAL AVIATION AFTER EVENT X WERE SEVERE AND MY BUSINESS ACTIVITIES WERE HARMED/ WE WERE GROUNDED FOR 2 AND A HALF MONTHS. VFR.
THIS IS A GOOD SURVEY, BUT A LONGER PERIOD MIGHT BE BETTER. THE SURVEY SHOULD TAKE IN A WHOLE YEAR EXPERIENCE.
PROBABLY WOULD BE MORE ANSWERS IF WENT BACK A WHOLE YEAR.
I ENJOYED IT.
LOOK INTO GPS- HOW MANY PEOPLE ARE USING GPS VERSES THE RADIO NAVIGATION.
I THINK IT IS A GOOD SURVEY.
THOUGHT SURVEY WAS IMPRACTICAL.

GD5A
"SURVEYS QUESTIONS THEMSELVES WERE PERTINENT, BUT THE SIXTY DAY WINDOW IS MUCH TOO SHORT. I SUGGEST A MIMINUM TIME WINDOW OF 12 MONTHS."
ALL THE QUESTIONS WERE RELEVANT AND COVERED A BROAD SCOPE OF.
60 DAYS FOR ACTIVE PILOTS IS OK - BUT NOT A GOOD TIMEFRAME FOR RECREATIONAL PILOTS, MY ACTUAL AIRCRAFT IS: AIRCRAFT TYPE X WAS NOT AN OPTION ON THE SELECTION
CATEGORIZE TOPICS BETTER AS FAR AS SAFETY ISSUES, AND RELATING TO WEATHER AND PILOTS ABILITY TO FLY THE PLANE. HOW MUCH CONTINUING EDUCATION DOES THE PILOT GET AFTER THE PILOT IS LISENCED. DOES HE KEEP UP WITH NEWS AND REGULATIONS WHERE IS HE IN AVIATIO
GOOD IDEA GETTING INPUT FROM ACTIVE PILOTS.
I THINK THAT SURVEYS SHOULD BE REOCCURRING.
I THINK ITS GOOD.
MORE QUESTIONS ABOUT CREW REST AND IF THEY WERE UP TO FLIGHT.
THER ARE ALOT OF QUES. THAT I WOULD HAVE ANSWERED YES TO IF THE TIME PERIOD WAS LONGER
ITS A GOOD THING.
I THINK SURVEY IS GOOD. GREATLY LIMITED MY KNOWLEDGE TO GIVE TO YOU WHEN LIMITED TO LAST 60 DAYS. WEATHER HAS BEEN GOOD. ID LIKE TO SEE SURVEY GO BEYOND 60 DAYS. QUESTION THAT ASKED WHAT FAILURES HAVE YOU HAD BEYOND 60 DAYS WOULD HAVE BEEN NICE. SURVEY
MORE DETAIL ON THE PILOT BACKGROUND ON THE SURVEY YOU HAVE TO KNOW WEATHER AND NOT JUST FORECASTED WEATHER
FAA HAS DONE A REALLY GOOD JOB WITH WEATHER BRIEFERS, I'M REALLY HAPPY.
ENLIGHTMENTING
VERY THOUGHOUGH.
UNFORTUNATELY TIME PERIOD LIMITED TO 60 DAYS, IF EXTENDED LONGER ADDITIONAL INSIGHT COULD HAVE BEEN PROVIDED FOR THIS STUDY.
SURVEY DOES NOT COVER SEASONAL FLYING
THIS SURVEY IS TO GEAR TOWARD AG PILOTS
TAIL WHEEL AIRCRAFT NEED UNIQUE SET OF QUESTIONS. BACK COUNTRY AIRSTRIPS HAVE NO CONTACT WITH OUTSIDE COMMUNICATIONS AT TIMES. QUESTIONS ABOUT UNIMPROVED AIRSTRIPS.
SHOULD BE QUESTION THAT ASK IS THIS REPRESENTATIVE OF YOUR NORMAL FLYING PATTERN. IS IT REPRESENTATIVE OF YOUR NORMAL FLYING.
ITS A GOOD SURVEY.
60 DAYS SEEMS TO BE A LITTLE RESTRICTIVE ON TIME. OPEN WINDOW COULD GET BETTER INFO.
EXTEND THE TIME PAST 60 DAYS FOR LOW FLIGHT HOUR PILOTS.
TIME LIMIT TOO SHORT
SHOULD INCLUDE A LONGER TIME PERIOD. SIX MONTHS IS BETTER.
GREAT SURVEY
IT WOULD BE NICE IF IT WAS AVAILABLE TO BE DONE ON LINE

GD5A
IF MORE THAN 60 DAYS, THERE WOULD BE MANY YES ANSWERS.
THERE ARE DIFFERENT WAYS TO TRACK AMOUNT OF FLIGHTS WHEN RESPONDENT IS A OCCUPATION X IN TRAINING
ALLOW MORE FLEXIBILITY FOR ENTERING PARTIAL NUMBERS.
60 DAY PERIOD IS NOT ENOUGH TIME TO CAPTURE GOOD INFORMATION.
VERY GOOD
SHORTEN THE SURVEY
IF THE SURVEY TIME WAS 90 DAYS OR MORE YOU WOULD PROBRABLY HAVE MORE RESPONSES AS YES OR 1 ETC....
GOOD EXCERCISE MAKES YOU THINK
IT'S LONG
PREFERS TO USE LIFETIME RATHER THAN 60-DAY TIMEFRAME.
THERE WAS NO QUESTION IN THRE THAT ASKED ABOUT A GROUND INCIDENT (I.E. A BLOWN OUT TIRE)
QUESTIONS SOME HAVE A GRAY AREA- WEATHER MINIMUMS FOR EXAMPLE-CLASS A OR B AIRSPACE.
THEY SHOULD INCLUDE PART 137 AS PART OF THE QUESTIONING PROCESS AT THE BEGINNING OF THE SURVEY.
I;D BE CURIOUS TO KNOW MORE SPECIFICALLLY TO BE USED AND HOW IS NASA INVOLVED IN THE STUDY?
WOULD LIKE A COPY OF RESULTS
WANTS A COPY
I APPRECIATE THE MONTHLY NASA BULLETINS
I THINK THERE SHOULD BE A FORUM FOR PEOPLE TO MAKE COMMENTS ABOUT SAFTEY SITUATIONS ON THE INTERNET SO THAT SOMEBODY AT LEAST SEES IT. THE METROPOLITAN AREA SYSTEM IS A BIT ANTIQUATED AND THERE NEEDS TO BE MOE OF A "PIN-WHEEL" SYTEM TO MOVE CONGESTED AIR
60 DAYS IS A SHORT PERIOD OF TIME TO GET A SPAN OF WHAT PILOTS ARE DOING.
IT WOULD HAVE BEEN BEST IF QUESTIONS WERE ASKED IN RELATION TO HOURS FLOWN INSTEAD OF NUMBER OF FLIGHTS.
I AM PROUD TO HAVE THE FREEDOM TO GO UP AND FLY IN THIS COUNTRY.
IT WOULD HAVE BEEN NICE TO GET A COPY OF THE QUESTIONS BEFORE HAND TO BE MORE PREPARED FOR THE INTERVIEW AND THE TIME SPAN FOR THE SURVEY SHOULD HAVE BEEN LAST 6 MONTHS INSTEAD OF THE LAST 2 MONTHS, THE ASSUMPTION OF THE PARTS ON THE AIRPLANE IS NOT GOOD
MAKE IT SHORTER
THE LIST OF AIRCRAFT IS NOT COMPLETE. DELAYING THE INTERVIEWER 10 MIN LOOKING FOR AIRCRAFT NOT ON LIST.
SHOULD INCLUDE THE LOWER END OF AVIATION (ULTRALIGHT AND GLYDERS) THIS SURVEY IS MORE FOR COMMERCIAL PILOTS, NASA SHOULS FIND OUT INFO FROM PEOPLE AT THE EARLIER END OF THEIR FLYING--THERE ARE A LOT OF THOSE PEOPLE OUT THERE, THAT HAVE VALUABLE INFO. NAS
QUESTION TO HOW EFFICENT CONTROL TOWERS VS CONTRACTED CONTROL TOWERS
"UTILIZATION OF INTERNET FOR FUTURE SURVEYS."
CURIOUS WHY EVERYTHING BASED ON 60 DAYS.

GD5A
SURVEY EXPANDED FOR 60DAYS TO ALONGER TIME PERIOD
60 DAY WINDOW TOO LAX
ATC AND BEING APPLICABLE COULD AVOID A LOT OF UNNECESSARY QUESTIONS IF NOT APPLICABLE TO ATC QUESTIONS.
THOUGHT ONE OF THE QUESTIONS SHOULD BE "HOW MANY TIMES HAVE DIVERTED TO ANOTHER LOCATION BECAUSE OF WEATHER"? & "DO YOU MODIFY YOUR FLIGHT PLAN ACCORDINGLY."
THE CONTROLLERS HAVE GOTTEN A LOT BETTER SINCE THE EVENT X INCEDENT. I AM VERY IMPRESSED WITH THE INCREASE OF SAFETY PRACTICES.
THE QUESTIONS WERE NOT FALLING UNDER MY CATEGORIES , MOST OF THE THINGS WERE NOT HAPPENING TO MY CARRER THATS WHY ALL MY ANSWER WERE 0 OR NO
IT'S AWEFUL LONG!
THE LAST 60 DAYS WAS NOT ENOUGH COMPARE TO MY EXPEREINCE
ASK ABOUT THE HEALTH ISSUES AGE THE LONGER YOU HAVE FLOWN THE MORE SAFER YOU ARE ,HOW LONG DIDI TAKE T OGET RESPONCE FROM THE WEATHER BRIEFS ,FAA HAS SEMINARS HOW OFTEN THEY ATTEND WHEN WAS LAST REVIEW NASA HAS A PROGRAM WWHERE YOU CAN A REPORT A PROBL
I THINK THIS SURVEY IS A GOOD IDEA.
ITS A GOOD SURVEY,
SUGGESTION, ASKING ABOUT LAST 60 DAYS, ASK PILOT TO HAVE LOG BOOK READY AND COVER 1 YEAR PERIOD OF TIME, VERSUS 60 DAYS. PLUS GIVE PILOTS AN IDEA WHAT WE ARE LOOKING FAR.
AUTOMATED FEATURES FOR READILY AVIALABLE. PILOT SHOULD BE ABLE TO SEE WHAT WEATHER BRIEFERS ARE LOOKING AT.
MY SURVEY WOULD HAVE BEEN MY ACCURATE ON MY OTHER FLYING (AIRCRAFT TYPE X) BECAUSE MANY ANSWERS WOULD HAVE BEEN DIFFERENT.
60 DAYS IS TOO SHORT OF TIME FOR SURVEY.
NO RATING WHERE ASKED: SINGLE ,MULTI, OR GLIDER
LENGTHEN THE PERIOD FROM 60 DAYS TO LONGER. AT LEAST 90 DAYS. AVERAGE GENERAL AVIATION PILOT FLYS 2 HOURS A MONTH, 25 A YEAR.
MAY BE TO GET THE REALLY CONCISE TO ASK QUESTIONS SET A TIME FOR THE PILOT JTO GET PREPARED ABOUT WHAT THEY WANT TO SAY MAKE A LIST QUESTIONS RATHER THAN JUST CALL ANY PILOT AND THEY MIGHT NOT HAVE TIME TO THINK OF ANY COMMENTS AMD QUESTIONS
THE SURVEY IS A LITTLE LONG AND SOME OF THE QUESTIONS WERE REDUNDANT
I'M GLAD THEY'RE DOING THE SURVEY BECAUSE THE MORE INFO THEY HAVE THE BETTER IT IS FOR THE WHOLE SYSTEM.
BETTER WAY TO DETECT TERRISOM AS FAR PILOT LEARNING TO FLY TO GIVE BACKGROUND CHECKS.
YOU WOULD GET MORE INFORMATION IF THE TIME PERIOD WAS A LITTLE LONGER SAY 6MONTHS OR A YEAR
ALOT MORE CAN BE EXPRESSED IN SHORTER PERIOD OF TIME, YOU'LL LOSE SOME PEOPLE THAT DON'T WANT TO TAKE 20 MIN'S TO RESPOND. ASK MORE DEFINED QUESTIONS, NOT AS MANY GENERAL QUESTIONS.
I THINK IF PEOPLE ARE HONEST IT WILL BE WORTHWHILE, IF NOT WILL HAVE SOME HOLES.

GD5A
THE DOWHATS FILED FOR PILOTS SHOULD BE UPDATED MORE REGULARLY SO THAT NEWLY LICENCED PILOTS, STUDENT PILOTS, CAN PARTICIPATE IN THE DOWHATS SYSTEM. NAME NOT IN SYSTEM, BELIEVE NOT UPDATED FREQUENTLY ENOUGH. THE WEATHER INFORMATION SYSTEMS SHOULD BE AVAIL
PROBABLY A GOOD THING.
ENJOYABLE
TIME FRAME SHOULD BE LONGER THAN 60DAYS I WILL SUGGESDT ONE YEAR.YOU MAY CONSIDER DOING INTERVIEW WITH THE FLIGHT INSTRUCTOR ONLY AND GET THEY EXPERIENCE AS THE INSTRUCTOR.
I THINK MOST GENERAL AVIATION PILOTS FLY SPURATICALLY, SO LAST 60 DAYS MAY NOT BE REPRESENTATIVE OF THERE FLIGHT EXPERENCES. TIME FRAME PROBABLY TOO SHORT FOR GENERAL AVIATION PILOTS THAT DON'T FLY FOR A LIVING.
EXTENSION OF TIME BEYOND 60 DAY WINDOW..... A BETTER TIME DESIGNATION MIGHT THE PAST YEAR FOR GENERAL QUESTIONS AND, "SINCE YOU'VE BEEN FLYING" FOR THE MORE SERIOUS SAFETY ISSUES.
I THINK IT OUT TO BE DONE VIA E-MAIL. I THINK YOU WOULD GET A MUCH BETTER RESPONSE THAT WAY
INFO WOULD BE MORE VALUABLE IF THE TIME SPAN WAS GREATER-THERE WAS QUESTIONS I SAID NO TO THAT IF IT WAS 1 YEAR OR 2 YEARS AGO I WOULD HAVE ANSWERED DIFFERENTLY- AS AFAR AS AIRCRAFT FAILURE
COULD BE SHORTER
ISSUE ON UNCONTROLLED AIRPORTS. RUNWAY INCURSION ON UNCONTROLLED AIRPORTS; SOMETIMES MAY HAVE TO ABORT TAKEOFF DUE TO CROSS RUNWAY LANDINGS. AVIATION IS A VERY GOOD AND SAFE SYSTEM. MY WISH IS THAT OUR HIGHWAYS WERE AS SAFE AS OUR VICTOR AIRWAYS.
EVENTS MAY BE ALSO OBSERVED FROM PEOPLE OTHER THAN PILOT OR COPILOT. AN UNCONTROLLED AIRFIELD PILOT ENTERED DOWNWIND ON AIRPORT AND THE PILOT LANDED ON THE WRONG RUNWAY, OTHER PILOT COULD NOT SEE HIM BECAUSE HE LANDED ON THE WRONG RUNWAY.
R WOULD PREFER TO HAVE DONE SURVEY IN WRITTEN FORM.
FAIRLY WELL RUN.
I WONDER ABOUT ACCURACY, HOW MANY PEOPLE WILL BE HONEST ABOUT TAKING OFF OVERWEIGHT, BREAKING FAR'S IN GENERAL.
TO LIMIT MOST OF RESPONSES TO LAST 60 DAYS PREVENTS ME FROM PAINTING A MORE COMPLETE PICTURE.
WEATHER RELATED QUESTIONS - ALLOW FOR REGENAL PRACTICES. UPDATE AIRCRAFT DATA BASE PUT AIRCRAFT TYPE X IN THERE.
I THINK THE TIME-SPAN SHOULD BE LONGER THAN 60 DAYS FOR ACCURATE REPRESENTATION OF SAFETY RELATED EVENTS
IT SHOULD BE A 6 MONTH PERIOD FOR GA PRIVATE PILOTS
LOW FLYING AIRCRAFT TYPE X HAVE TRAINING SOME NEEDS TO INFORM PILOTS ABOUT THESE TYPES OF SITUATION. RESPONDENT LIKES TO GET A NASA NEWSLETTER HE RECIEVED 4 YEARS AGO.
WAS HE THE TARGET OF THE SURVEY
I THINK IT IS A PRETTY GOOD SURVEY.
NEED TO RECONSIDER LISCENING WHERE IFR CONDITIONS ARE PERSISTENT IN THE LOCATION X IT IS NOT THE SAFEST IDEA
THE GLOBAL POSITINING SYSTEM IS WONDERFUL
GO FARTHER BACK THAN 60 DAYS TO GET ACCURATE ANSWERS

GD5A
DOING 6 MONTHS TO A YEAR FOR THE STUDY TIME INSTEAD OF 60 DAYS
CONDUCT SURVEY IN SEASON X, AIRCRAFT TYPE X
EXCELLENT SURVEY
SEEMED TO BE THOUROUGH!
IF THEY WOULD EXTEND MORE THAN 60 DAYS ATLEAST 6 MONTH - A YEAR
SHOULD ASK ME MORE OFTEN.
FAA INSPECTORS SHOULD BE THERE TO HELP AND ASSIST WITHOUT CRITICISM.
SUGGEST TELLING PILOTS TO HAVE LOG BOOK HANDY SO THEY CAN GET HOURS INSTEAD OF GUESSING. INCLUDE IN LETTER.
IT SHOULD READ OUT ALL THE QUESTIONS WHICH ARE NOT APPLIACABLE TO THAT PARTICULAR FLIGHT
EASIER IF IT WAS ON THE INTERNET.
IT MIGHT BE HELPFULL TO INCLUDE MORE TIME THAN 60 DAYS
WOULD LIKE TO SEE RESULTS OF SURVEY MAILED.
THE QUESTION ABOUT PROBLEMS IN THE NATIONAL AVIATION SYSTEM SHOULD BE MORE IN DEPTH AND PERHAPS A WRITE IN QUESTION
I APPRECIATE YOU DOING IT.
MOST OF THE QUESTIONS DO NOT APPLY TO HIS TYPE OF FLYING. THE QUESTIONS SHOULD BE SET UP TO BE ASKE ONLY IF THEY APPLY TO THE TYPE OF FLYING DONE BY THE PILOT
THAT A LONGER PERIOD OF TIME BE CONSIDERED FOR INPUT
I HAD A RUNWAY INCURSION A YEAR AGO AND ALTHOUGHT I WAS CITED TO THE FAA, I DID NOT GET PENALIZED AND IT WAS A GREAT LEARNING EXPERIENCE
MONEY SHOULD BE SPENT ON ATC RATHER THAN GROUND INCURSION PROBLEM.. BOTH ARE IMPORTANT BUT ATC NEEDS HELP.
SET UP FOR 2 TIME PERIODS FOR BETTER STATISTICAL ANAYISIS. CHOOSE LAST 60 DAYS OR 5 YEARS TO CAPTURE MORE EVENTS.
I THINK SCOPE OF 60 DAYS IS OK FOR COMMERCIAL PILOT BUT I DONT THINK ITS ADEQUATE FOR PRIVATE PILOT.
ASK ABOUT THE AVIATION SAFETY REPORTINGS.
TEMPORARY RESTRICTED AREAS NOW IS TOO MUCH THAN IT USE TO BE BEFORE AND ITS HAD TO BE VERY CAREFULL SO THAT YOU WILL NOT MISS ANY TFR
60 DAY WINDOW TOO LIMITED. FOR THESE QUESTIONS A PILOTS LIFETIME EXPERIENCE WOULD BE ADEQUATE. THE LAST DAY FLEW WAS ON DATE X.
60 DAYS MAY BE A LITTLE BIT LIMITING.
I AM LOOKING FORWARD TOWARD TO THE WAAS SYSTEM TO BE IMPLEMENTED INTO THE SMALLER AIRPORTS BECAUSE IT WILL BE A LOT SAFER THAN NOW.
NOT APPROPRIATE YOU JUST WASTED
YOU ARE DOING A GREAT JOB
1800 # WAS HARD TO GET THROUGH BECAUSE AN AUTOMATED SYSTEM WOULD USUALLY ANSWER AND THERE WAS A LOT OF TIME SPENT PLAYING PHONE TAG.

GD5A
THE SURVEY IS TOO LONG A HALF HOUR IS TOO LONG
WOULD EXTEND TIME PERIOD TO AT LEAST 12 MONTHS.
HOW ACCURATE WAS THE WEATHER INFORMATION YOU RECEIVED FROM VERBAL FAA BRIEFING. THE BRIEFING WAS EXTREMELY ACCURATE 4 TIMES, WHILE ON THE OTHER HAND 2 TIMES IT WAS COMPLETELY WRONG. SO THAT THE RESPONSE OF MODERATELY DOES NOT CONVEY THE ACCURACY OF THE
COULD HAVE BEEN DONE OVER THE INTERNET
I WOULD THINK THIS SURVEY NEEDS TO BE BROADENED BEYOND 121, 135 , OR 91. SHOULD INCLUDE 137 AND 141. A LOT OF PROBLEMS CAN OCCUR OUTSIDE OF 60 DAY PARAMETER.
I THINK IT IS AN OK SURVEY. I DONT KNOW IF 60 DAYS IS GOOD TIME FRAME, I WOULD HAVE PICKED LONGER , 2 YEARS OR 10 YEARS WOULD HAVE BEEN BETTER, AWFUL SHORT TIME PERIOD.
THE SIXTY HOURS ARE A VERY LIMITED TIME FRAME TO RECORD SAFETY ISSUES
IS YOUR MEDICAL CERT. CURRENT?
WANT TO ENCOURAGE GPS SYSTEMS
WHAT TYPE OF NAVIGATION SYSTEMS ARE BEING USED AND WHAT PROBLEMS ARE OCCURRING USING THAT SPECIFIC SYSTEM? IN YOUR OPINION, WHAT ONE THING WOULD MAKE FLYING SAFER?
IF EVERYONE HAD TO FLY IN LOCATION X WINDS THEY'D ALL BE ALOT BETTER. NOT CONTROLLING AIRSPEED ..NO KNOWLEDGE IN MOST AREAS. PILOTS NEED MORE INSTRUCTION. THE LAZY INSTRUCTORS ARE HALF THE PROBLEM. INSTRUCTORS NEED TO KNOW THAT THEY HAVE A LOT OF PEO
THE SURVEY COULD BE DONE ON THE INTERNET
LAST 60 DAYS IS NOT LONG ENOUGH TO GIVE AN ACCURATE COUNT ON AVIATION PILOT FLYING EXPERIENCES.
INTERESTED IN RESULTS.
I THINK YOUR DOING A GOOD JOB.
AN EXCELLENT SURVEY, PROUD SURVEY.
MY SURVEY RESPONSES MAY BE SOMEWHAT MISLEADING BECAUSE THEY ARE BASED ON EVENT X WHICH ARE BEING RECORDED AS X (FLIGHTS).
KEEP FUNDING DUATS THE DISSMINATION OF INFORMATION AND ACTIVE MILATARY AIRSPACE
SHOULD HAVE A BROADER SPECTRUM OTHER THAN THE LAST 60 DAYS
60 DAY WINDOW IS MUCH TOO SHORT FOR GENERAL AVIATION. TIME TOO SHORT. RECREATIONAL FLYERS WILL NOT FLY ENOUGH IN A 60 DAY PERIOD
TIME SHOULD BE ATLEAST A YEAR BUT THE LAST 60DAYS I THINK IS JUST WASTE OF THE TIME
BETTER TO DO IT ON LINE.
I'M GLAD YOUR DOING THE SURVEY.
THE WINDOW OF 60 DAYS IS A FLAW, SHOULD HAVE GONE TO DIFFERENT AIRPORTS AND TRUELY TESTED AND CROSSED SECTION...TO GENERIC
ARTIFICIAL HORIZAN DOES NOT SEEM TO WORK AS IT SHOULD BEING A VFR PILOT AND THE SITUATION I HAD...THE PLANE IS WHAT IS MOVING AND NOT THE EARTH.

GD5A
FOR VFR GO BACK FURTHER IN TIME PAST 60 DAYS.
MAY BE HELPFUL TO HAVE ADVANCE NOTICE OF WHEN THE INTERVIEW WOULD BE TO BETTER PREPARE OURSELVES AND ALSO BEING DONE ON THE INTERNET OR BY MAIL
60 DAYS IS AN AWFUL SHORT PERIOD, THING 90 OR 120 WOULD BE BETTER.
THE SURVEY COULD COVER A LONGER TIME SPAN WHICH WOULD GIVE A MORE TRUE ACCURATE COUNT OF EXPERIENCES
I THINK THE TIME PERIOD IS A BIT LIMITED BECAUSE OF LIMITED FLIGHT TIME IN THAT PERIOD WINTER WEATHER , LESS DAYLIGHT.
THE QUESTION ABOUT IMC "INADVERTENTLY ENTER IMC CONDITIONS, NO ONE PUTS IN IMC CONDITIONS INADVERTENTLY.
I THINK IT IS A GOOD IDEA.
THIS SURVEY WOULD HAVE BEEN EASIER ON THE INTERNET
A LITTLE LENGTHLY.
UNBIASED SURVEY SHOULD NOT ASK FOR A NAME. SEND LETTER WITHOUT A NAME. A LETTER YOU CAN RESPOND TO WITHOUT GIVING A NAME. THIS SURVEY IS LIKELY TO BE BIASED BY GIVING NAME. GIVING NAME WHEN CALLED BACK.
NOT SURE HOW WILL CONTRIBUTE TO SAFETY.
STRONGLY RECOMMEND NAVCOM PORTABLE WITH ITS OWN POWER SUPPLY AND ALSO A GPS UNIT WITH ITS OWN BATTERIES ON BOARD.
I WAS GLAD TO PARTICIPATE.
SHOULD HAVE BROADEN TO SIX MONTHS INSTEAD OF 60 DAYS BECAUSE WEATHER DICTATES A LOT OF RECREATIONAL FLIERS
IT WOULD BE BETTER IF THE TIME PERIOD WAS LONGER. 60 DAYS IS TOO SHORT OF A PERIOD.
TIME LIMIT OF 60 DAYS WAS TOO SHORT.
ASK THE PERSON WHAT THE MOST UNUSUAL EXPERIENCE THEY HAVE HAD. "OBSERVING TOWER OPERATIONS, A STUDENT PILOT HAD TO LAND THE PLANE BECAUSE AN INSTRUCTOR HAD A HEART-ATTACK." TRAFFIC CONTROLLERS NEED TO BE TRAINED ON WHAT TO DO IF A PILOT IS INJURED OR U
SHORTER SURVEY WOULD BE NICER AND NOT REPEAT THE SAME QUESTIONS OVER AGAIN AND A LONGER TIME WINDOW OF EXPERIENCE.
ATTEND ALL THE SAFTEY MEETINGS
THE TIME LIMIT IS TOO SHORT. MAYBE A YEAR WOULD BE BETTER
BETWEEN SIMULATED INSTRUMENTS IN FLIGHT AND TIME IN A SIMULATOR ON THE GROUND SHOULD BE CLARIFIED
HOPE THIS INFORMATION HAS HELPED AND I AM LOOKING FORWARD TO SEEING THE STUDY RESULTS.
UPGRADE THERE OLD RADAR EQUIPMENT
DO MORE OF THEM. NOT LIMIT TO LAST 60 DAYS, NOT ENOUGH TIME FOR GENERAL AVIATION. MAKE 6 MONTHS.
THINGS I HAVE NOTICED ARE PEOPLE WHO HAVE LIMITED INFORMANTION ABOUT WEATHER SEEM NOT TO BE ABLE TO USE THE WEATHER SYSTEMS USED TODAY, THE RELY UPON WEATHER CHANNEL AND MISINTERPERATE THE CURRENT AND FORECASTED WEATHER FORM DEPARTURE AND ARRIVAL. IF THER
THE ONLY THING THE FAA SEEMS LAXED ABOUT IS THEY DON'T UPDATE THE FAR TO THE NEW TECHNOLOGY.
VERY GOOD.
APPRECIATE THE INTRODUCTION OF THE SURVEY AND BEING INTRESTED IN HIS EXPERIENCES AS A PILOT

GD5A
IM GLAD YOURE DOING IT. VERY INTERESTING.
NATIONAL MEDIA KNEW A LITTLE OF THE VOCABULARY OF AVIATION
I THINK WE NEED TO FOCUS ON GENERAL AVIATION AND TERRORISM--WE NEED TO BE PREPARED IN THE EVENT OF WAR SO THAT WE DON'T GET CAUGHT UP IN THE SAME SITUATION AS WORLD WAR !!
THE SURVEY IS NOT ACTIVE BECAUSE I'M ASKING QUESTIONS ABOUT THINGS HIS AIRPLANE IS NOT CAPIBLE OF DOING.
WEATHER THIS TIME OF THE YEAR NOT CONDOCIVE TO RECREATIONAL FLYING IN THIS PART OF THE COUNTRY
THE 60 DAY PERIOD IS TOO SHORT TO COVER EVENTS YEAR-ROUND GIVEN THE DRAMATIC DIFFERENCES IN WEATHER IN LOCATION X
IN THE LETTER IT SHOULD SUGGEST TO HAVE YOUR LOG BOOK AVAILABLE FOR NUMBER OF HOURS.
GOOD SURVEY. SHOULD ASK WITHIN THE LAST YEAR BECAUSE 60 DAYS IS NOT A LONG SURVEY. MOSE PILOTS KNOW HOW MANY TIMES THEY HAVE TAKEN OFF IN THE LAST YEAR. BUT THE BEST SURVEY WOULD BE FOR THE LAST 90 DAYS. 90 DAYS WOULD DEFINITELY MAKE THE SURVEY BETTER BU
RESPONDENT FLIES PART 137. THEY DO A LOT OF [ORGANIZATION] CONTRACTS AND THEY PUSH THE PILIOT TOO FAR.
THE SURVEY SHOULD COVER TOTAL EXPERIENCE
THE SURVEY SHOULD BE A LONGER TIME SPAN. RESPONDENT SAID THESE INTERVIEWS ARE VERY IMPORTANT FOR SAFETY
RESPONDENT SAID THE ATC ARE DOING A GREAT JOB
THE TIME FRAME SHOULD BE MORE THAN 60 DAYS.
I ONLY HAD 1 HOUR OF FLYING IN THE PAST 60 DAYS. I FEEL THAT THE SURVEY RERSULTS WILL BE SKEWED BECAUSE OF THIS FACT. YOU WILL GET BETTER DATA IF YOU ASK ABOUT FLYING EXPERIENCES IN BETTER FLYING WEATHER-NOT IN THE WINTER.
WE DID OUR JOB WELL TO CONTACT HIM
IT IS TOO LONG, WHY CAN'T WE SEND THIS IN THE MAIL. I COULD TAKE A BREAK AND COME BACK TO IT WHEN I WANTED.
WISH THAT THE QUESTIONS COVERED MORE THAN 60 DAYS .
THE 60 DAY PERIOD IS NOT ENOUGH SPAN OF TIME TO REFLECT SAFETY RELATED ISSUES. I HAVE A LOT OF NEAR COLLISION INCIDENCES DUE TO HIGH TRAFFIC VOLUME THAT HAS OCCURRED BEYOND THE 60 DAYS.
I THINK IT'S USEFUL
RESPONDENT WOULD RECOMMEND A BROADER TIME FRAME AND CONSIDER COLLECT STATISTICS DUE TO SEASONS
IN THE INTITAL CONTACT WITH SOMEONE IT WOULD BE HELPFUL IF YOU LET US KNOW THAT HAVEING OUR LOGBOOK HANDY WOULD BE A GOOD THING.
SHOULD DO MORE OF THESE.
YOU'LL PROBABLY GET MORE ACCURATE INFORMATION IF QUESTIONS ARE ASKED OF GENERAL AVIATORS DURING THE 6 MONTHS OF SUMMER OR GOOD WEATHER.
I THINK THEY SHOULD DO MORE SURVEYS.
IN SOME CASES YOU NEED TO STREAM LINE SOME OF THESE QUESTION. FOCUS ON GENERAL CATEGORY. LIMIT TO CERTAIN SECTORS.
I'M NOT THE TYPICAL PILOT--I ONLY FLY VFR AND I FLY OUT OF AN UNCONTROLLED FIELD AND QUITE OFTEN LAND ON THE GRASS--MY AIRPLANE CAN TAKE OFF AND TOUCH DOWN IN 100.

GD5A
ANONYMOUS REPORTING
THERE SHOULD BE A QUESTIONS IF IN THE 60 DAYS WAS THIS REPRESENTATIVE OF THE PILOTS USUAL FLYING EXPERIENCE.
RESPONDENT FEELS THE PERIOD OF TIME FOR THE SURVEY SHOULD BE MORE THAN 60 DAYS
PILOTS SHOULD BE ARMED WHEN FLYING COMMERCIALY. FINGERPRINT EVERY PILOT.
INTERVIEWER X IS A REALLY NICE LADY AND LOCATION X IS A NICE CITY.
ASKING 60 DAY TIME FRAME IN THE LOCATION X ARE GOING TO SKEW THE RESULTS
I THIKN IT'S GOOD THAT THEY GET THE FEEDBACK FROM THE PEOPLE IN THE FIELD. I HAVE NOTHING BUT ACCOLADES FOR ATC; THEY ARE ALWAYS ABLE TO HANDLE THE SITUATIONS.
KUDOS TO INTERVIEWER
ATC MORE ABOUT CONTROLLED AIRPORT TOWERS, ONSITE WEATHER EXPANDED
THE 60 DAY WINDOW NEED TO BE EXPANDED.
TIMING OF SURVEY.
VERY GOOD SURVEY
VERY DETAILED SURVEY
YOU SHOULD ASK FIXED WING PILOTS THESE QUESTIONS.
WHAT ARE WE GOING TO USE IT FOR
FREGENCY CONGESTION IN THE TERMANINAL AREA.
A LONGER SPAN OF TIME THAN 60 DAYS SHOULD BE USED TO GUAGE SAFETY. THESE
THIS SEEMS TO BE GEARED TOWARD PART 135 PILOT
WE SHOULD SHOULD MENTION PERHAPS IN THE LETTER THAT PRECEEDS THE INTERVIEW TO HAVE THE LOG BOOK CLOSE AT HAND
THIS PERIOD OF TIME IS NOT TYPICAL FOR HIS TYPE OF FLYING ITS DEAD WINTER
RESPONDENT WANTS TO THANK THE INTERVIEWER X FOR DOING THE INTERVIEW. AND THANK NASA FOR TAKING THE TIME. RESPONDENT WANTS TO TAKE HIS HAT OFF. FOR TRYING TO KEEP AVIATION SAFE.
SURVEY SHOULD BE MORE THAN 60 DAYS. RESPONDENT ALSO SAID THERESHOULD BE A MINIMUM OF HOURS THATR HAS FLOWN
INSTEAD OF ASKING ALL QUESTIONS YOU SHOULD HAVE IT IN A BLOCK FOR INSTANCE I HAD NO MALFUNCTIONS OR FAILURES. I COULD HAVE ANSWERED NO INSTEAD OF YOU READING EACH ONE
I WOULD LIKE TO BE ABLE TO GIVE A MORE DEFENDITIVE ANSWER. THIS IS BASED ON MY EXPERIENCE, THE TOTAL HOURS, AND MY AGE. ON A SURVEY LIKE THIS WE NEED TO ASK WHY HAVE I BEEN SAFE.
I SEE A WEAKENING OF THE SYSTEM AND I SEE AN INCREASING CHANCE OF ERROR. WE NEED TO ADDRESS THAT AND A LOT OF OTHER THINGS. ANYONE CAN CHARTER AN AIRPLANE WHO HAS A CREDIT CARD. THAT WOULD ALLOW ANYONE TO TAKE OVER AN AIRCRAFT.
NEED TO INCLUDE GLIDERS, BALLONS, ULTRA LIGHTS, HANG GLIDERS, AND AIR SHIPS
A LOT OF PEOPLE DONT KNOW THAT THE NASA REPORTS ARE OUT THERE. WHEN YOU GO INTO AN AIRPORT THEY ARE NEVER AROUND. HOW WOULD THE PILOT KNOW THAT A NASA REPORT IS AVAILABLE IF THEY NEED IT. THIS MAY KEEP PILOT FROM GETTING A VIOLATION. IT SHOULD BE KNOWN WH

GD5A
THINK IT WAS GOOD
SOME OF THE QUESTIONS WERE MOOT AFTER RESPONDING TO EARLIER QUESTIONS. I DON NOT BELIEVE THAT 60 DAYS WILL PROVIDE ANY SORT OF ACCURATE PICTURE OF CURRENT HAPPENINGS IN CURRRENT AND PAST AVIATION.
I THINK IT'S GOOD.
IT SEEMS VERY REPEATIVE. IT PROBABLY TAKES MORE TIME THAN WOULD BE NECESSARY.
IF YOU DID IT BY MAIL, WE COULD LOOK AT THE LOG BOOK.
I THINK THERE WILL BE A TIME WHEN THE RADIO SHOULD AUTOMATICALLY SWITCH OVER TO THE NEXT CONTROLLERS FREQUENCY. THERE SEEMS TO BE A LOT OF WASTED ENERGY IN SWITCHING AND THIS SEEMS TO BE WHEN ERRORS ARE MADE....THIS COULD BE DONE WITH THE GPS'S NOW BECAU
RESPONDENT SAID ANYTHING THAT HE CAN DO FOR NASA HE WOULD BE HAPPY TO DO IT. HE SAYS HE WOULD FLY FOR FREE IF NASA NEED HIM TO. HE LOVES TO FLY.
EXCELLENT SURVEY
I HOPE IT HELPED.
RESPONDENT SAYS HE COULD HAVE ANSWERED ADDITIONAL QUESTIONS IF WE HAD INCLUDED THE AIRCRAFT TYPE X. (RESPONDENT AGREED IT SHOULD NOT BE CONSIDERED EQUIVALENT TO AIRCRAFT TYPE X.)
SHOULD ASK ABOUT LONGER RANGE OF 6 MONTHS
SHOULD STATE IN LETTER THAT # OF HOURS & FLIGHTS WILL BE ASKED ABOUT. ALSO, THAT WE'LL BE ASKED ABOUT OUR SAFETY CONCERNS THAT AREN'T COVERED IN THIS SURVEY
RESPONDENT WAS A VFR PILOT. RESPONDENT FEELS THERE SHOULD BE QUESTIONSTHAT ARE RELEVANT TO VFR PILOTS.
WHAT IS THE % OF PEOPLE THAT ANSWER THE SAFETY QUESTIONS HONESTLY, BECAUSE I HAVE TO FLY UP THERE WITH THESE PEOPLE AND IT SCARES ME TO KNOW THAT THERE ARE SOME PILOTS WHO ARE NOT SAFETY CONSCIENCE.
THE QUESTIONS ARE NOT SPECIFIC ENOUGH TO AIRLINE AND AIR TRAVEL SAFETY OVERALL
SHOULD EXPAND THE RECALL PERIOD BEYOND 60 DAYS FOR GENERAL AVIATION
FLYING VFR DURING SOME MONTHS WITHOUT ANY REFERENCE TO THE HORIZON, QUESTIONS ABOUT HIGH HUMIDITY AREAS
THEY SHOULDN'T WAIT TOO LONG TO GET OUT THE RESULTS.
RESPONDENT SAID A QUESTION ABOUT THE FLYING WAS MISSING. RESPONDENT DID SOME SIMULATED FLYING
VFR OVER THE TOP SHOULD BE CONSIDERED MORE OFTEN
PLEASE PASS ON TO FELLOW PILOTS THAT SYSTEM X HAS A GREAT WEBSITE; EXCELLENT FOR WEATHER, FORECASTS AND PICTURES.
THE GREATEST OBSTACLE TO AIRCRAFT TYPE X PILOTS IS LACK OF SYSTEM X ON COMPONENT X AND COMPONENT X. IF THEY COULD BE ENCODED OR COATED WITH A SUBSTANCE THAT WOULD MAKE THEM RECOGNIZABLE IN BAD WEATHER, AT NIGHT, AND POOR VISIBILITY CONDITIONS, THIS WOULD
I THINK 60 DAYS IS A VERY NARROW WINDOWS, PARTICULARLY OVER THE HOLIDAYS;I'D PROBABLY USE 6-12 MONTHS AND ASK MORE GENERAL QUESTIONS. I T WOULD GIVE YOU A BETTER DATA BASE.
QUESTIONAIRE WAS VERY COMPLETE

GD5A
QUESTIONS LIMITED TO A SHORT TIME-FRAME WHICH DOES NOT ALLOW FOR REAL SITUATION TO BE DISCLOSED
THE 60 DAYS TIEM FRAME IS SHORT FOR FLYING TIME...IN LOCATION X THEY DON'T FLY FOR 3-4 MONTHS DUE TO SNOW.
THE ACCURACY OF THE WEATHER BRIEFINGS TEND TO BE QUITE ACCURATE.
ATC ARE DOING A BETTER JOB AT CONTROLLING AIR FLOW ESPECIALLY DURING NIGHTTIME CONDITIONS.
VERY GOOD
PILOT SAID IT'S LONG INTERVIEW.
QUESTIONS WERE VERY STUPID, SHOULD HAVE ASKED SPECIFICS QUESTIONS TOO GENERAL. (INTERVIEWER X-WAS VERY PROFESSIONAL)
I WOULD LIKE TO SEE CARGO PILOTS HAVE WEATHER RADAR IN THE PLANE. THE MAJORITY OF PLANS DON'T HAVE WEATHER RADAR BECAUSE THEY AREN'T FLYING PEOPLE.
I THINK YOU SHOULD SURVEY FOR 12 MONTHS. IT WILL GIVE YOU A BETTER PICTURE OF THE CONDITIONS OUT THERE.
MOST OF THE QUESTIONS ARE NOT RELEVANT TO THE KIND OF FLYING I DO.
SHORTENED BY NOT ASKING CERTAIN QUESTION THAT AREN'T APPLICBLE
SOME OF THE QUESTIONS ARE CONTRADICTORY
NOA IS AN OUTSTANDING JOB ON THEIR WEBSITE FOR AVIATION
THE SURVEY IS RETORICAL
WOULD HAVE LIKE TO DO INTERVIEW ON INTERNET, WOULD HAVE ALL DATA INFRONT OF ME PER RESPONDENT
GOOD SURVEY
ITHINK THIS IS A GOOD IDEA. I THINK IT SHOULD BE DONE MORE OFTEN AND SHOULD COVER A WIDER SCOPE OF TIME.
SURVERY IS GOOD
GREAT JOB
CHANGING FAA STANDARDS TO COMPLY WITH INTERNATIONAL REGULATIONS IS MAKING FLYING MORE CONFUSING.THIS IS INTIMIDATING FOR NEW PILOTS
BECAUSE THERE ARE SO MANY DIFFERENT PILIOTS AND SO MANY WAYS TO LOOK INTO SITUTATIONS. RESPONDENT FEELS SOME OF THE OUTCOMES OF THE SURVEY WILL BE I WRONG
I THINK IT' S A REALLY GOOD THING
NEED TO HAVE MORE AVIATION WEATHER FOR THE INTERNET
I THINK IT'S GREAT!
ONCE YOU'RE TOLD THE TYPE OF AIRCRAFT ,CERTAIN QUESTIONS SHOULD NOT POP-UP. WE SHOULD NOT HAVE TO SAY NOT APPLICABLE.
AS TO QUESTION 1...INSTRUMENT RATING IS YES BUT ATP IS NO.
OPERATING ON MILITARY AREAS
BECAUSE I FLY FOR A [ORGANIZATION] A LOT OF THE QUESTIONS DID NOT FIT INTO THE MOLD . EXAMPLE SAME AIRCRAFT ON RUNWAY. DOES NOT COMPLY WITH FORMATION FLYING AND LANDING. HE IS THE SAFETY [REPRESENTATIVE] FOR THE FLYING CLUB AND WOULD LIKE RESULTS OF THIS
THIS IS A STEP IN THE RIGHT DIRECTION, GETTING INPUT FROM THEPILOTS

GD5A
I HAD BEEN AN INACTIVE PILOT FOR A NUMBER OF YEARS AND HAVE JUST BEGUN FLYING IN THE LAST [PERIOD]
SHOULD BE ABLE TO DO THIS ONLINE
THERE IS AN ISSUE IN REGARDS TO THE NEED FOR A CENTRAL POINT FOR PILOTS TO OBTAIN ACCURATE NOTAMS AND OTHER FLIGHT INFORMTION RELATED TO RECENT SECURITY MEASURES.
SHORTEN THE INTERVIEW
SURVEY SHOULD COVER LONGER THAN 60 DAYS.
WHEN AND HOW WILL WE HAVE AN OPPORTUNITY TO SEE THE DAT FROM THE STUDY?
60 DAYS IS NOT A LONG ENOUGH 2 YEARS WOULD BE MORE INFORMATIONAL
VERY USEFUL
YOU COULD SAVE ALOT OF TIME BY NOT HAVING TO REPEAT THE BEGINING OF THE QUESTION OVER AND OVER AGAIN.
IF R HAD FLOWN MORE THAN 3 HOURS THE DATA WOULD BE MORE COMPLETE
I'M GLAD TO SEE THIS AND I'LL DO ANYTHING FOR AVIATION.
I THINK IT'S GREAT THAT YOU ARE DOING THIS.
THINK YOU ARE LIMITING ANY PROBLEMS THAT HE HAS BECAUSE OF 60 DAYS. YOU SHOULD GO BACK AT LEAST 6 MONTHS ARE A YEAR.
DID NOT ASK ENOUGH ABOUT THE CONTROL TOWERS AND INTERACTION WITH OTHER AIRCRAFTS AND ABOUT CONGESTED AIR WAVES
60 DAYS TOO SHORT A TIMEFRAME. I SUGGEST 6 MONTHS.
HOPE THE RESULTS HELP
THE R FEELS THE SURVEY GO FOR 6 MONTH TIME PERIOD.
INTERVIEW WAS VERY GOOD
ASKED MORE QUESTIONS ON GPS TO NAVIGATE WITH, WHAT DO THEY THINK ABOUT THE ATTITUDE OF THE CONTROLLERS PLEASENT OR NOT PLEASENT. UNCONTROLLED IS A SAFE AIRPORT TO FLY IN. DO THE FAA TREAT THE PILOTS FAIRLY.
I AM A PILOT FLYING MILITARY AIRCRAFT AS A CIVILIAN USING FAR PART 91 AS OUR GUIDELINE
VERY THOROUGH
VERY THOROUGH
SURVEY IS TOO LONG.
IT WAS PRETTY THOROUGH.
COLLISION AVOIDANCE & T-CAS FOR GA
THIS IS GOOD INTERVIEW, BUT 60 DAYS IS NOT ENOUGH TIME TO EVALUATE SAFETY
ASK MORE DURING THE FALL
RECALL PERIOD SHOULD BE EXPANDED TO BE AT ONE YEAR
IT'S ACTUALLY PRETTY THRROROUGH
THE SURVEY SHOULD COVER 1 YR INSTEAD OF 60 DAYS. THE 1 YEAR WOULD COVER ALL FOUR SEASONS. I CAN THINK OF SOME SAFETY ISSUES THAT OCCURED 6-12 MONTHS AGO. HOWEVER, YOU ARE ASKING ABOUT THE LAST 60 DAYS.
REOPEN AIRPORT X.

GD5A
CERTAIN QUESTIONS DON'T GET INTO ENOUGH DETAIL
RESPONDENT SAID IT WAS TOO REPETITIVE (IN THE LAST 60 DAYS AS A PILOT OR COPILOT)
CHECK MAINTENANCE RECORD OF AIRCRAFT
JUST WONDERING WHY THIS IS GOING ON?
SOME OF THE QUESTIONS SHOULD BE ABOUT IN A LIFETIME RATHER THAN IN THE LAST 60 DAY, E.G.. ENGINE FIRES
RADIO USED IN THE NON-RADIO TOWERS
RESPONDENT SAYS NASA SHOULD HAVE A SPECIALIST GO TO AIRFIELDS FOR OBSERVATION OF ALL DIFFERENT PILOTS.
WOULD LIKE A COPY OF RESULTS OF THIS STUDY
60 DAYS IS TOO SHORT
THIS MIGHT BE ABLE TO BE DONE ON INTERNET/MIGHT SAVE TIME FOR CALLERS ETC.
SHOULD COVER A LONGER TIME PERIOD THAN 60 DAYS; IN GENERAL RESPONDENT'S OPINION OF THE SURVEY IS THAT RESPONDENT WOULD HAVE MORE INPUT TO PROVIDE IF KNEW MORE AHEAD OF TIME - IS WILLING TO WRITE A LETTER PROVIDING MORE INFORMATION THAN WHAT THIS SURVEY COVERS.
WEATHER CONDITIONS SHOULD BE CONSOLIDATED OR CONDENSED TO BE MORE USER-FRIENDLY, POSSIBLE SURVEY ON THE INTERNET TO SAVE TIME
THE SURVEY COULD HAVE JUST AS EASILY BEEN DONE IF IT HAD BEEN MAILED OUT.
WHY IS NASA DOING THIS SURVEY? (READ TO HIM VERBATIM REASONS IT IS BEING DONE.)
I FLY AIRCRAFT TYPE X SO WE TEND TO FLY CLOSE SO THAT IS WHY I RESPONDED THE WAY I DID TO GAC3 AND GAH3
HOPE THE PILOTS ARE TELLING THE TRUTH.
THEY SHOULD LET PILOTS ELABORATE MORE ON CERTAIN QUESTIONS
NOT ENOUGH QUESTIONS ON OFF SHORE AIRCRAFT TYPE X FLYING.
RESPONDENT THINKS IT WOULD BE EASIER TO DO ON INTERNET FOR US AND PILOTS.
CHANGE FROM 60 DAYS TO 6 MONTHS
SHOULD COVER A LONGER TIME SPAN. MORE TRAUMATIC EXPERIENCES IN A PILOTS EXPERIENCE. MANY EXPERIENCES GO UNASKED. ABOUT.
IN ORDER TO COLLECT GOOD AND ACCURATE DATA THE 60 DAYS SHOULD BE AT LEAST 12 MONTHS - MY ANSWERS TODAY WERE COMPLETELY DIFFERENT THAN IF I HAD ANSWERED THESE QUESTIONS FOR THE LAST 12 MONTHS
I UNDERSTAND THAT YOU WANT TO KEEP THIS AT A SMALL TIME FRAME BECAUSE OF THE BULK OF INFORMATION THAT YOU WANT TO GATHER, BUT IF YOU GET A SLOW PERIOD IN THE PILOTS CAREER OR WORK PERIOD THEN YOU'RE NOT GOING TO GET REALLY EVERYTHING THAT THEY EXPERIENCED
THERE MORE SAFETY ISSUE THAN WITH THE ACTUAL FLYING
THE TIME PARAMETERS OF THE SURVEY ARE TOO NARROW. THEY SHOULD COVER THE LAST YEAR BECAUSE MAINTENANCE TRANSACTIONS TEND TO BE CYCLIC DUE TO WEATHER.
A LOT OF THE QUESTIONS YOU ASKED ARE RELATED MORE TO FIXED WING AIRPLANES;THE NEXT TIME YOU DO THE SURVEY YOU MIGHT WANT TO ASK HELICOPTER PILOTS FOR SPECIFIC

GD5A
GOOD
UNABLE TO EXPOUND ON SOME OF THE QUESTIONS.
THE QUESTIONS COULDN'T HAVE BEEN WRITTEN BY PILOTS.
FOCUS IS A LITTLE HEAVY ON "[LOCATION X]-TYPE" OR AIRLINE FLYING. NOT NEARLY ENOUGH COVERS UTILITY PILOTS OF FIRE RESCUE HELICOPTER PILOTS".
THE INTERNET WOULD BE A GOOD WAY TO TAKE THIS SURVEY. I DID ONE SIMILAR TO THIS FOR THE ORGANIZATION X OVER THE INTERNET.
THE SURVEY DID NOT ASK ABOUT THE AIRCRAFT TYPE X FLYING HE DID AS OCCUPATION X FLYING
APPRECIATE THE LETTER SENT INFORMING THAT A CALLER WOULD INITIATE INTERVIEW. APPRECIATE INTERVIEWER'S PATIENCE GOING OVER QUESTIONS FOR ACCURACY.
WE HAVE TO FIGURE OUT THE WAY GA CAN HELP HOME LAND SECURITY. WE CAN ALL DO MORE FLYING.
I SUGGEST THEY ASK ME INFORMATION IN AN AREA I HAVE A LOT OF EXPERTISE. I MAKE MY LIVING FLYING AIRCRAFT TYPE X, YET I WAS ASKED ABOUT FLYING GENERAL AVIATION 1 HOUR. I FEEL LIKE ANY ANSWERS I HAVE GIVEN WILL BIAS ANY SURVEY BECAUSE 1 HOUR IS HARDLY PERTE
CHANGE THE TIME PERIOD FROM 60 DAYS TO 6 MONTHS
SOME OF THE QUESTIONS SEEMED TO BE MORE GEARED TOWARDS AIRPLANES.
CONCERNED ABOUT CARELESS AIRPLANE PILOTS. WANTS THESE PILOTS TO BE AWARE THAT THERE ARE OTHER PILOTS OUT THERE AND THAT THEY NEED TO BE COUTEOUS AND MAKE GOOD POSITION REPORTS.
USE AIRBORNE WEATHER ASSOCIATION FOR INFORMATION AND PILOTS TO PARTICIPATE.
60 DAY WINDOW TOO SHORT A TIME TO MEASURE.
IT SHOULD COVER A LONGER PERIOD THAN 60 DAYS. I EXPERIENCED MOST OF THOSE EVENTS AT ONE TIME OR OTHER THAN IN THE LAST 60 DAYS.
SHOULD ENCOMPASS ALL TYPES OF AIRCRAFT TYPE X FLYING, NOT LIMIT IT TO 91 AND 135 AND HAVE EVERYTHING LISTED AND THE TIME DURING THE YEAR AND ONLY HAVING IT BEING 60 DAYS. HAVE BETTER RESULTS IF IT WENT OVER A YEAR SPAN AND SEND IT TO THEM AND THEY CAN FI
60 DAYS NARROWS INFORMATION. # OF FLIGHTS SHOULD BE EXPANDED.
WORD THINGS A LITTLE MORE CAREFULLY, 2 HOURS WAS A VERY SMALL AMOUT OF TIME.
RESPONDENT FLIES FOR ORGANIZATION X WITHOUT VFR FLIGHT PLANS. ORGANIZATION X DOES NOT FOLLOW ATC FLIGHT PLANS.
WE'RE GLAD YOU'RE INTERESTED IN AVIATION SAFETY
ORGANIZATION X SAFETY MAGAZINE, AVIATION FLIGHT SAFETY, IS AN EXCELLENT PUBLICATION.
DOES NOT SEE WHY WE ARE ONLY ASKING QUESTIONS PERTAINING TO THE LAST 60 DAYS
WOULD LIKE TO SEE THEM RE-ADDRESS THE PILOT REST SITUATIONS. SOMETIMES RESPONDENT HAS TO FLY LONG HOURS DURING EVENT X FOR THE ORGANIZATION X. NOT ENOUGH AIR TRAFFIC CONTROLLERS AND IT IS HARD TO GET COMMUNICATION IN BUSY AREAS.
WHY ARE YOU ONLY ASKING ABOUT THE LAST 60 DAYS?
FOR CERTAIN QUESTIONS THE PERIOD OF TIME SHOULD BE LENGTHENED TO EXCEED THE LAST 60 DAYS. FOR SOME QUESTIONS LIKE NEAR MISSES THAT MAKE AN UNFORGETTABLE IMPRESSION UPON THE PILOT YOU MAY NEED TO LENGTHEN THE PERIOD TO AS MUCH AS A YEAR.

GD5A
SOME QUESTIONS NEED TO BE A BIT MORE DESCRIPTIVE. FOR INSTANCE THE TERM "CORPORATE" SHOULD BE BETTER EXPLAINED. RESPONDENT WASN'T SURE HOW TO EXPLAIN RESPONDENT'S JOB BECAUSE RESPONDENT WORKED FOR A CORPORATION BUT FLEW [WORKERS] AROUND AND NOT CORPORATE EXECUTIVES.
I THINK IT WOULD BE A GOOD IDEA TO ASK ABOUT TOTAL LIFETIME HOURS FLOWN IN HELICOPTERS/ROTOR SEPARATELY, NOT JUST FOR LAST 60 DAYS. ROTOR HOURS SHOULD BE SEPARATED OUT FROM THE TOTAL AVIATION HOURS NOTED IN FIRST QUESTION.
YOU SHOULD INCLUDE THE QUESTION "DO YOU THINK IT'S IMPORTANT AS A HELICOPTER PILOT TO KNOW ALL THE PROCEDURES OF A HELICOPTER PILOT."
WOULD LIKE TO SEE IS MORE SEMINARS FOR HELICOPTERS, THEY HAVE THEM ALL THE TIME FOR FIXED WING, WOULD LIKE TO SEE MORE HELICOPTER
IF YOU REALLY WANT TO RESEARCH PROBLEMS, YOU REALLY NEED TO GO BACK A LOT FARTHER THAN THE LAST 60 DAYS. IF YOU DELVE BACK THE LAST 10 YEARS OF SO, IT WOULD BE ALOT MORE INTERESTING.
THE SURVEY PERIOD IS TOO SHORT ,SHOULD EXTEND THE DAYS
YOU COULD GET MORE ACCURATE INFORMATION IF YOU LET THE RESPONDENTS KNOW THAT THEY SHOULD USE THEIR FLIGHT LOGS AND NOT RELY ON THEIR MEMORIES TO GIVE YOU THE TYPE OF DETAILED INFORMATION THAT YOU ASK FOR IN THE INTERVIEW.
NOT REALLY
I'M VERY GLAD NASA DOING THIS SURVEY ESPECIALLY FOR HELICOPTER PILOTS.
DID NOT SEE ANYTHING WITH RHE QUESTIONS THAT WOULD HAS ANYTHING TO DO WITH SAFETY PROBLEMS
TRY TO KEEP IT SO ITS USEFUL. IN THE [LOCATION X], WE DON'T HAVE RADAR OUT THERE. IT WOULD BE NICE IF SOMEONE WOULD FUND IT.
RUNWAY INCURSIONS NEED TO BE ADDRESSED MORE IN DEPTH DURING THE SURVEY
THE SIXTY DAY PARAMETERS SHOULD BE EXTENDED.
MANY QUESTIONS DO NOT APPLY TO AIRCRAFT TYPE X PILOTS. RESPONDENT FLIES MOSTLY IN GOOD WEATHER. RESPONDENT LIVES IN [LOCATION X].
FOR DATA PURPOSES THE SURVEY WILL SLIGHTLY SQUED BECAUSE OF RECENT FLIGHT EXPERIENCE
60 DAY WINDOW IS NOT SUFFICIENT TIME TO GAIN GOOD INFORMATION.
THINKS THE WINDOW SHOULD BE MORE THAN 60 DAYS
THE PAPER WORK I GOT ASKED ABOUT THE HELICOPTER FLYING, HE HAS MORE FLYING IN FIXED WING.
WOULD LIKE A COPY OF THE RESULTS
THE SLANT OF QUESTIONS APPEARS THAT WHOEVER IS CONDUCTING SURVEY, THEIR MIND IS MADE UP THAT AIRCRAFT TYPE X ARE RISKY.
HAVE SOMEONE FAMILIAR WITH UTILITY OPERATIONS HELP PUT THE NEXT SURVEY TOGETHER.
THIS SURVEY WAS VERY BROAD. IT MIGHT BE GOOD TO HAVE A SURVEY THAT IS MORE GEARED TOWARDS SPECIFIC OPERATIONS I.E EMS. QUESTIONS ARE SEASON SPECIFIC. IT WINTER THE ANSWERS WOULD BE TOTALLY DIFFERENT.
IN PART 135 OPERATIONS SOME COMPANIES FLY MARGINAL AIRCRAFT WITH MARGINAL EQUIPMENT. THERE LOGISTICS SYSTEMS ARE SO BAD THAT THEY JUST CANT GET PARTS IN A TIME ECONOMIC WAY.

GD5A
JUST WISH THERE MAY HAVE BEEN PRIOR NOTIFICATION OF THE TIMEFRAME OR REFERENCE, I MAY HAVE BEEN BETTER PREPARED WITH MORE ACCURATE NUMBERS.
YOU SHOULD SUGGEST THAT THE RESPONDENTS HAVE THEIR LOG BOOKS WITH THEM AT THE TIME OF THE INTERVIEW.
WHY THE LAST SIXTY DAYS? A LOT OF THE THINGS YOU ASKED ABOUT I'VE EXPERIENCED IN THE LAST 180 DAYS.
NO
[AIRCRAFT TYPE X] ACTUALLY MEANS THE [PART IN AIRCRAFT TYPE X] IN THIS SURVEY. WE COULD NOT FIND [AIRCRAFT TYPE X] TO SELECT IT.
THINKS ITS A BIT CONSTRICTIVE. THINKS YOU SHOULD EXPAND THE SURVEY TO MORE THAN 60 DAYS
SURVEY SHOULD COVER 6 MONTHS. BELIEVE 60 DAYS IS TOO SHORT WITH WEATHER CHANGES AND SEASONS.
THE WEATHER QUESTIONS WOULD BE BETTER IF ASKED DURING THE WINTER MONTHS
THE THIRD AIRCRAFT TYPE X WAS ACTUALLY A [AIRCRAFT TYPE X].
SHOULD GO BACK FARTHER THEN 60 DAYS
WOULD LIKE TO SEE RESULTS
SHOULD BE MORE THAN 60 DAYS COVERED IN THIS SURVEY.
60 DAY TIME FRAME IS TOO SHORT. TOO MANY ISSUES DON'T FALL WITHIN THIS WINDOW. ALSO, THERE SHOULD BE A SEPARATION OF THE MAIN BODY OF THE INTERVIEW WITH THE OPEN-ENDED COMMENTS SECTION, WITH THE RESPONDENT BEING IN POSITION TO BE RE-CALLED FOR CLARIFICATION
GPS IS A BIG HELP ALSO THE WEATHER SHOULD HAVE INFO IN REAL TIME DISPLAYED DIRECTLY TO THE COCKPIT. UPGRADED [COMPONENT X] IS A BIG HELP AND SHOULD BE USED MORE. EVERY MAN SHOULD HAVE RADAR SUMMARY IN THE COCKPIT.
MIGHT BE BETTER IF RECEIVED THE STUDY THROUGH THE MAIL,SO YOU CAN HAVE ALITTLE MORE TIME FOR THE STUDY
WRITTEN SURVEY WOULD BE BETTER THAN OVER THE PHONE BECAUSE YOU CAN USE YOUR F.A.A. LOGBOOK
THINK IT IS A GOOD SURVEY. ADD MORE A.T.C CONFLICTION WITH IDENTIFYING THE TRANSPONDER CODE.
A 60 DAY TIME FRAME IS NOT GOING TO GIVE AN ACCURATE TIME FRAME OF EVENTS.
ONLY THAT I FLY MOSTLY FAR 133
NEED TO BE MORE RELATED TO HELICOPTER FLYING AS OPPOSE TO AIRPLANES AND COVER MORE TIME (YEAR)
FEELS THE REPOSEN SHOULD BE MORE TIMELY
THINK THE SURVEY SHOULD HAVE A BROADER SCOPE OF TIME THAN THE LAST 60 DAYS.
DONT USE FAA WEAT
THE LAST 60 DAYS IS NOT ENOUGH TIME FRAME TO HAVE EXPERIENCED THINGS
ALL FLYING IS DUE TO ORGANIZATION X TRANSPORTS [X] MILES RADIUS LOCATION X.
WISHED HE COULD HAVE HAD HIS LOG BOOK SO THE INFO COULD HAVE BEEN MORE ACCURATE
INCREASE 180 DAYS, NOT 60 DAY. INCREASING POPULATION OF PILOTS.
TIME FRAME NEEDS TO BE EXPANDED FROM 60 DAYS TO 1 YEARS. WOULD CAPTURE MORE ACCURATE DETAILS AND RESPONSES. 60 DAYS IS TOO LIMITED, NOT ENOUGH FLYING GENERALLY OCCURS IN 60 DAYS. AND TIME OF YEAR, SEASONS, MAKE A DIFFERENCE.
TIME FRAMES OUR RESTRICTIVE FOR DATA.

GD5A
NEEDS TO BE EXTENDED BEYOND 60 DAYS. 12 MONTHS WOULD BE GOOD TO CAPTURE MORE. ALSO, SURVEY QUESTIONS THAT CAPTURE MORE INFORMATION ABOUT AIRCRAFT CONDITION AND MAINTENANCE. WOULD BE NICE IF SURVEY WAS OFFERED ON WEBSITE.
SURVEYERS SHOULD KNOW MORE ABOUT AVIATION.
SAFETY SURVEYS ARE VERY GOOD
BROADEN TIME FRAME BEYOND 60 DAYS. PLEASE CONSIDER WIDENING TO 6 MONTHS OR 1 YEAR. YOU WOULD CAPTURE MUCH MORE DATA.
MORE QUESTIONS GEARED TO HELICOPTER FLYING AS OPPOSE TO FIXED WING AIRPLANES
ACCORDING TO RESPONDENT'S MAP RESPONDENT WENT AROUND CLASS B AIR SPACE AND WHEN RESPONDENT WENT TO GET CLEARANCE TO ENTER CLASS B AIR SPACE RESPONDENT WAS INFORMED WAS ALREADY IN IT WHICH ACCORDING TO RESPONDENT'S MAP WASNT THE CASE. MISS COMMUNICATION WITH ATC.
EXPAND TIME FRAME TO CAPTURE MORE REALISTIC FLYING EXPERIENCE. TIME FRAME NEEDS TO INCLUDE WINTER TO EARLY SPRING, MORE SNOW AND THUNDERSTORMS. SUMMER DOES NOT CAPTURE THIS. WEATHER A BIG FACTURE IN WINTER EARLY SPRING.
60 DAYS IS NOT LONG ENOUGH FOR THIS SURVEY .THE BEST RESULTS WOULD BE BETWEEN MAY/1 TO AUG. THIS SURVEY SHOULD GO BACK AT LEAST 120 DAYS IF NOT 6 MONTHS
IT WOULD PROBABLY BE EASIER AND MORE ACCURATE IF THE QUESTIONNAIRE WAS IN PRINT AND SENT OUT TO THE PILOT BECAUSE I WOULD BE ABLE TO ACCESS MORE ACCURATE INFORMATION AND TAKE MORE TIME TO FIGURE OUT THE NUMBERS FOR THE QUESTIONS.
THE SURVEY IS TOO LONG FOR A TELEPHONIC SURVEY
I THOUGHT IT WAS QUITE INTERESTING. I GLAD WE GOT IT DONE.
SURVEY TAKES LONGER THAN 30 MINUTES WHEN VARIOUS QUESTIONS ARE ASKED BECAUSE OF THE QUESTIONS NOT BEING CLEAR.
SEND OUT ON PAPER.
PERIOD OF TIME 60 DAYS IS TO SHORT FAR AS EMS PILOT IT SHOULD BE LONGER 6 MONTHS
60 DAYS IS NOT FAR ENOUGH BACK 6 MONTHS TO 1 YEAR
WEATHER BRIEFERS SEEM TO BE TOO CONSERVATIVE. BY BEING TOO CONSERVATIVE HURTS THEIR CREDIBILITY.
EXPAND THE TIME FRAME. TOO SMALL OF A WINDOW. NOT AN ACCURATE ASSESSMENT OF WHAT IS GOING ON. SUGGEST 6 MONTHS TO 1 YEAR. DURING LONG DAYS IN [LOCATION X] WON'T GET MUCH NIGHT FLYING.
THE SIXTY DAY PARAMETERS ARE A LITTLE SHORT TO GET ACCURATE SAFETY RELATED DATA FROM PILOTS. LOTS OF PILOTS HAVE HAD THINGS HAPPEN TO THEM IN THE PAST BUT NOT NECESSARILY WITHIN THE LAST SIXTY DAYS.
ONLY ON THE APPLICABILITY OF THE SURVEY FOR OCCUPATION X AIRCRAFT TYPE X FLYING.
LET YOU PUT MORE THAN 996 LANDINGS OR TAKE OFFS
GOOD JOB
500 AIRCRAFT TYPE X PILOT RESPONSES ARE NOT QUITE RELEVANT SAMPLE SIZE.
LET ME DO IT ON LINE NEXT TIME.
WANTS TO KNOW WHY WE CAN NOT BE MORE SPECIFIC TO WHAT WE REALLY WANT OR NEED.
NO MEANING OF THIS SURVEY WITH SOME WITH SOME EXP. WASTE OF TIME
QUESTIONS NEED TO BE MORE SPECIFIC

GD5A

QUESTIONS ARE NOT SEASONAL IN CONTENT DUE TO 60 DAY LIMITATIONS

I FEEL THAT THE 60 DAY WINDOW FOR THIS INTERVIEW IS RIDICULOUS. THERE ARE TOO MANY ISSUES THAT WOULD NOT BE RELVANT. THE TIME FRAME ALMOST MAKES IT A WASTE OF TIME!!

THE WEATHER RELATED QUESTIONS SHOULD BE ASKED DURING THE WINTER SEASONS BECAUSE THEY ARE NOT RELAVANT DURING THIS SEASON

THE QUESTION ABOUT ICING IS BOGUS WHEN ASKED IN [SEASON X] THERE COULD VERY WELL BE PEOPLE HAVING ISSUES WITH ICING IF YOU DID THE SURVEY IN [SEASON X]. A 60-DAY WINDOW IS PRETTY SMALL TO ASK ABOUT FAILURES OF LOW ROTOR ETC. THE SURVEY SHOULD BE BASED ON