

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_1001	5	0	0	1	0
O_1016	5	0	1	1	0
O_1017	3	0	0	1	0
O_1019	4	0	0	1	0
O_1025	4	0	0	1	0
O_1026	3	0	0	1	0
O_103	5	0	1	1	0
O_1036	5	0	1	1	0
O_1037	4	0	1	1	0
O_104	5	0	0	1	0
O_1041	5	0	1	1	0
O_1042	2	0	1	1	0
O_1043	4	0	0	1	0
O_1045	4	0	1	1	0
O_105	4	0	0	1	0
O_1050	5	0	1	1	0
O_1057	5	0	1	1	0
O_1064	5	0	0	1	0
O_107	4	0	0	1	0
O_108	4	0	1	1	0
O_114	5	0	0	1	0
O_118	4	0	0	1	1
O_127	3	1	1	1	1
O_129	5	0	0	1	0
O_134	4	1	0	1	0
O_136	5	0	0	1	0
O_139	5	0	0	1	0
O_14	5	0	1	1	0
O_141	4	0	0	1	0
O_142	3	1	1	1	1
O_145	4	0	1	1	0
O_148	5	0	0	1	0
O_156	3	0	0	1	0
O_160	4	0	1	1	1

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RandomID	D1	D2	D3	D4	D5
O_161	4	0	0	1	0
O_164	5	0	0	1	0
O_169					
O_17	5	0	0	1	0
O_172	5	0	0	1	0
O_175	5	0	0	1	0
O_178	4	0	1	1	0
O_18	4	0	1	0	0
O_180	4	1	1	1	1
O_182	5	0	1	1	1
O_187	5	0	0	1	0
O_19	4	0	1	1	0
O_190	4	1	1	1	0
O_191	4	1	1	1	0
O_197	4	0	1	1	0
O_200	5	0	0	1	0
O_206	4	0	0	1	0
O_207	4	0	1	1	0
O_209	5	1	1	1	1
O_21	3	0	1	1	0
O_216	4	0	0	1	1
O_217	4	0	0	1	0
O_218	5	0	0	1	0
O_219	4	1	0	1	0
O_222	5	0	0	1	0
O_230	2	1	0	1	1
O_233	4	0	0	1	0
O_238	4	0	1	0	0
O_24	5	0	0	1	0
O_240	5	0	0	1	0
O_242	5	0	0	1	0
O_244	5	0	0	1	0
O_246	4	0	0	1	0
O_248	4	0	0	1	0

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RandomID	D1	D2	D3	D4	D5
O_25	5	0	0	0	0
O_256	4	0	0	1	0
O_259	5	0	1	1	0
O_263	4	0	0	1	0
O_265	4	0	0	1	0
O_267	4	0	1	0	0
O_270	4	1	1	1	0
O_275	5	0	0	1	0
O_276	5	0	1	1	0
O_280	5	0	0	1	0
O_285	4	0	0	1	0
O_288	2	0	1	1	0
O_290	5	0	0	1	0
O_291	5	0	0	1	0
O_295	5	0	1	1	0
O_296	5	0	0	1	0
O_297	5	0	0	0	0
O_299	5	0	1	1	0
O_3	4	0	0	0	0
O_300	5	0	0	1	0
O_301	3	1	1	1	0
O_303	4	0	0	1	0
O_304	5	0	0	1	0
O_305	5	0	0	1	0
O_308	5	0	1	1	1
O_312	5	0	0	1	0
O_314	5	0	0	1	0
O_318	4	0	1	1	0
O_320	5	0	1	1	0
O_329	5	0	1	1	0
O_331	4	0	1	0	1
O_334	5	0	0	1	0
O_335	5	0	1	1	0
O_338	2	0	1	1	1

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_340	5	0	0	1	0
O_344	5	0	0	1	0
O_347	4	0	0	1	0
O_35	5	0	1	1	0
O_355	4	0	0	1	0
O_356	4	1	1	1	0
O_363	3	0	0	1	0
O_366	5	0	0	0	0
O_367	5	0	0	1	0
O_369	5	0	0	1	1
O_376	4	0	0	1	0
O_377	5	0	1	1	0
O_378	3	0	0	1	0
O_380	4	0	0	1	0
O_384	5	0	0	1	0
O_385	3	1	1	1	1
O_387	5	0	0	1	0
O_388	4	0	1	0	0
O_392	3	0	0	1	0
O_394	5	0	0	1	0
O_398	4	0	0	1	1
O_402	5	0	1	1	0
O_407	5	0	0	1	1
O_409	5	0	0	1	0
O_410	5	0	0	1	0
O_413	5	0	0	0	0
O_420	3	0	0	1	0
O_424	4	0	1	1	1
O_425	4	0	1	1	0
O_433	4	0	0	1	0
O_435	4	0	1	1	0
O_442	2	0	0	1	0
O_443	4	0	1	1	0
O_447	5	0	0	1	0

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_449	5	0	0	1	0
O_457	4	0	0	1	1
O_458	5	0	0	1	1
O_459	4	0	0	1	0
O_461	4	1	0	1	0
O_462	4	0	1	0	0
O_463	4	0	0	1	1
O_464	5	0	1	1	0
O_47	4	0	1	1	0
O_470	4	0	0	1	0
O_475	4	1	1	1	0
O_482	4	0	0	1	0
O_485	5	0	1	1	0
O_487	4	1	0	1	0
O_488	4	1	0	1	0
O_489	3	0	1	1	0
O_49	4	1	0	1	0
O_490	3	0	0	1	0
O_493	4	0	1	1	0
O_494	5	0	0	1	0
O_499	4	0	1	1	0
O_50	5	0	1	1	0
O_500	5	0	0	1	1
O_501	4	0	1	1	0
O_502	5	0	0	1	0
O_509	5	0	1	1	0
O_510	4	0	1	1	0
O_513	5	0	1	1	1
O_515	5	0	0	1	0
O_516	4	0	0	1	0
O_518	5	0	1	1	0
O_520	4	0	1	1	0
O_533	5	0	1	1	0
O_534	5	1	0	1	0

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RandomID	D1	D2	D3	D4	D5
O_539	5	0	1	1	0
O_540	4	0	0	1	0
O_544	3	0	0	1	0
O_545	5	0	0	1	0
O_549	4	1	1	1	1
O_550	5	0	0	1	0
O_554	4	0	1	1	0
O_556	5	0	1	1	0
O_559	5	0	1	1	1
O_561	4	0	0	1	1
O_562	5	1	1	1	0
O_566	4	0	0	1	0
O_567	4	0	0	1	0
O_574	4	0	1	1	0
O_577	5	0	0	1	0
O_578	5	0	1	1	0
O_583	4	0	1	1	1
O_585	5	0	0	1	0
O_587	4	1	0	1	0
O_591	5	0	1	1	0
O_593	5	0	0	1	0
O_594	5	0	1	1	0
O_596	3	0	1	1	0
O_597	5	0	0	1	0
O_598	5	0	1	1	0
O_599	3	0	0	1	0
O_600	5	0	0	1	0
O_601	4	1	0	0	0
O_609	5	0	1	1	1
O_610	5	0	0	1	0
O_618	5	0	1	1	0
O_622	4	0	1	1	1
O_628	4	0	1	1	0
O_630	5	0	0	1	1

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_631	4	0	0	1	0
O_635	5	1	1	1	1
O_638	4	0	1	1	0
O_643	5	0	0	1	0
O_644	5	0	0	1	0
O_648	5	0	1	1	0
O_65	5	0	1	0	0
O_653	4	0	1	1	0
O_655	4	0	1	1	0
O_657	4	0	1	1	0
O_66	5	0	0	1	0
O_661	5	0	0	1	0
O_668		1	1	1	0
O_671	3	0	1	1	0
O_672	5	0	0	1	0
O_673	3	0	0	1	0
O_676	4	0	0	1	0
O_679	4	0	0	1	0
O_681	5	0	0	1	0
O_683	5	0	0	1	0
O_684	3	0	0	1	0
O_686	5	0	0	1	0
O_694	4	0	1	1	0
O_696	5	0	0	1	0
O_697	5	0	0	1	0
O_698	5	1	1	1	1
O_699	5	0	0	1	0
O_7	4	0	1	1	0
O_700	5	0	0	1	0
O_701	5	0	1	1	1
O_702	5	0	0	1	0
O_704	4	0	1	1	0
O_708	5	0	0	1	1
O_714	5	0	1	1	0

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RandomID	D1	D2	D3	D4	D5
O_716	3	0	0	1	0
O_719	5	0	0	1	1
O_721	4	0	0	1	0
O_723	3	0	0	1	0
O_724	5	1	1	1	0
O_727	4	0	1	0	0
O_736	5	0	1	1	0
O_738	4	0		1	0
O_74	4	0	1	1	1
O_740	5	0	1	1	0
O_742	5	1	1	1	1
O_744	5	0	0	1	0
O_748	4	0	0	1	0
O_764	4	0	1	1	0
O_765	3	1	0	1	0
O_766	5	0	0	1	0
O_772	4	0	0	1	0
O_774	3	0	1	1	1
O_780	3	0	0	1	0
O_782	4	1	0	1	0
O_783	5	1	1	1	0
O_784	5	0	0	1	0
O_787	4	0	0	1	0
O_790	4	0	1	1	0
O_792	5	0	1	1	0
O_794	4	1	1	1	1
O_796	4	0	1	1	0
O_799	4	1	1	1	0
O_8	5	0	0	1	0
O_806	5	0	0	1	1
O_813	5	0	0	1	0
O_816	4	0	0	1	0
O_818	5	0	1	1	0
O_820	5	0	0	1	0

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_822	4	0	1	1	0
O_826	4	0	1	1	0
O_827	4	0	1	1	0
O_830	5	0	1	1	0
O_831	4	0	1	1	0
O_832	3	0	1	1	0
O_834	5	0	1	1	0
O_836	5	0	1	1	0
O_839	4	0	0	1	0
O_840	5	0	0	1	0
O_845	5	0	0	1	0
O_848	5	0	1	1	0
O_851	5	0	1	0	1
O_852	5	0	1	1	1
O_862	5	0	0	1	0
O_865					
O_868	5	0	1	1	0
O_870	4	0	0	1	0
O_871	5	0	0	1	0
O_872	5	0	1	1	1
O_88	1	1	1	1	0
O_881	5	0	0	1	0
O_883	3	0	1	1	0
O_887	4	0	0	1	1
O_89	4	0	1	1	1
O_890	5	0	1	1	0
O_891	4	0	0	1	0
O_896	4	0	1	1	0
O_90	5	0	0	1	0
O_900	5	0	0	1	0
O_902	4	1	1	1	1
O_903	4	0	1	1	0
O_906	5	0	1	1	0
O_912	4	0	0	1	0

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - Numeric

RandomID	D1	D2	D3	D4	D5
O_914	3	1	0	1	0
O_919	5	0	0	1	0
O_92	4	0	1	1	0
O_921	4	0	0	1	0
O_923	5	0	0	1	1
O_929	5	0	0	1	0
O_932	4	0	0	1	0
O_934	4	0	0	1	0
O_936	4	0	0	1	0
O_937	5	0	1	1	1
O_940	4	1	1	1	0
O_945	5	0	0	1	0
O_946	4	0	0	1	0
O_949	4	0	1	1	0
O_954	5	0	0	1	1
O_96	4	0	0	1	1
O_963	3	0	0	1	0
O_964	4	0	0	1	0
O_973	5	0	0	1	1
O_978	5	0	0	1	0
O_98	4	0	1	1	0
O_981	4	0	1	1	0
O_985	5	0	0	1	1
O_990	4	0	0	1	0
O_991	4	0	1	1	0
O_992	4	1	1	1	0
O_996	5	0	1	1	0
O_997	5	1	1	1	0
O_998	5	0	1	1	0

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - D2A

RandomID	D2A
O_127	IC4B
O_180	IC1
O_219	A3
O_230	AT1
O_270	AH9
O_385	GE9
O_488	IC15A2
O_549	WE1B
O_562	AH2
O_601	AT2
O_635	WE6
O_724	WE4
O_765	IC1
O_782	AT2
O_783	IC4B
O_799	AH3A
O_88	A2
O_997	AH9

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - D2B

RandomID	D2B
O_219	B1
O_385	AH4
O_549	ICI6C

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

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - D3A

D3A
OUTDATED ATC
DURING BAD WEATHER EVENTS AT DESTINATION AND DEPARTURE AIRPORTS, IT WOULD BE HELPFUL IF ATC RESPONDED QUICKER TO HEADING CHANGE REQUEST FOR WEATHER DEVIATIONS.
PILOTS SHOULD BE ARMED
EXCESSIVE TRAFFIC CONGESTION DURING GROUND OPERATIONS AT ARRIVALS, RADIO FREQUENCY CONGESTION
FLYING FATIGUE, SOMETIMES AVERAGE OVER 12-HOUR DUTY DAYS, CAN HURT ALERTNESS
MENTAL ATTITUDE THAT CREW IS PUT INTO BECAUSE OF GROUND SECURITY CHECKS. START DAY OFF GOOD BUT THEN GET SLAMMED AND RUINS MY WHOLE DAY.
RUNWAY INCURSION PROBLEMS AND BLOCKED FREQUENCIES
PILOT FATIGUE
AIR TRAFFIC IS BOUND TO SEPARATE AIRCRAFTS BY AIR SPACE TO AIRSPACE INSTEAD OF AIRCRAFT TO AIRCRAFT.
WAKE TURBULENCE, RUDDER
ATC
TOUCHING ON ATC STUFF, SHOULD GET DEEPER INTO HOW ATC IS DEALING WITH TRAFFIC AND HOW THEY ARE HANDLING THE PRESSURE (PILOTS CAN TELL THEN THAT CONTROLLERS ARE GETTING TOO STRESSED OUT).
PRM APPROACHES, CLOSE APPROACHES, AUTOMATED PLANES, TRAINING INSUFFICIENT, MONITORING 2 FREQUENCIES AT ONCE
LAHSO (LAND AND HOLD SHORT OPERATIONS).
THE WAKE TURBULENCE ISSUE IS THAT THEY HAVE SEPARATION REQUIREMENTS BUT THEY REALLY TRY TO PUSH THAT ALL THE TIME AND REALLY NEED TO STICK TO THE MILEAGE AND TIME REQUIREMENTS FOR ARRIVING AND DEPARTING AIRCRAFT; PLANES LAND AT BUSY AIRPORTS WAY TOO CLOSE.
ATC SYSTEM CAN'T HANDLE NUMBER OF FLIGHTS 2 YEARS AGO
SEVERE WEATHER CONDITIONS IN [LOCATION A] AND VERY FEW AIRPORTS - LONG DISTANCES BETWEEN THEM A BIG SAFETY HAZARD.
STANDARD ARRIVAL AND DEPARTURE ROUTING-THERE IS NO RHYME OR REASON TO IT. ALSO, EXTENSIVE VECTORING TO ACHIEVE SEPARATION IS A PROBLEM.
AIRPORT SATURATION; [AIRPORT X] AND [AIRPORT Y]
RAIDO CONGESTION ON THE GROUND AND IN THE AIR
MARKINGS ON TAXIWAYS ARE UNCLEAR IF NOT FAMILIAR WITH AIRPORT. SIGNS MAY BE FOR YOUR TAXIWAY OR THE PARALLEL ONE.
[LOCATION X]: COMBINATION OF FACTORS, ATC SPEAK IN SPANISH WHICH PREVENTS THE PILOTS FROM GETTING A SENSE OF WHAT IS HAPPENING.
ADDRESSING AIR TRAFFIC CONTROL REQUIREMENTS, AUTOMATIC UPLINK OF COMMUNICATIONS SHOULD BE ADDRESSED AND SHOULD NO LONGER BE MANUAL.

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - D3A

D3A
CREW REST, DUTY LIMITATION
HIGH SPEED ON SHORT APPROACH; LAST MINUTE CHANGES ON ARRIVAL; LOST OF COMMUNICATION WITH ATC; AIRCRAFTS STACK TOO CLOSE ON APPROACH FOR LANDING.
BANKRUPTCY AND FINANCIAL LIABILITY. NEW HIRE QUALIFICATIONS. PILOT COMPENSATION FOR LESS EXPERIENCED PEOPLE.
ON THE OCEANIC CROSSINGS THE RADIO FREQUENCIES ARE TERRIBLE
RELIABILITY OF TSA
ASK ABOUT MAINTENANCE AND DEFERRED PLANES; A MECHANIC SAID "I'M NOT HERE TO FIX IT, JUST TO DEFER IT."
PRESSURE TO DO FLIGHTS BY THE COMPANY WHICH YOU DON'T FEEL CONFIDENT ABOUT CONCERNING RULES, ETC.
ATC COMMUNICATIONS
GROUND SIGNAGE
PILOTS NEEDS MORE REST
LAND AND HOLD SHORT CLEARANCE AT [AIRPORT X] AND [AIRPORT Y].
ATC RESTRICTIONS CONCERNING AIRCRAFT AT HIGH DENSITY AIRPORTS DURING SWAP.
SECURITY - THERE NEEDS TO BE A TIGHTER, NATIONAL SECURITY SCREENING FOR ALL PERSONS WITH ACCESS TO AIRPLANES.
ATC QUESTIONS
FREQUENCY CONGESTION, FLOW CONTROL PROCEDURES, AMOUNT OF WORK FOR EACH CONTROLLER
PILOTS NEEDS TO MAKE THE SURVEY QUESTIONS, BECAUSE THESE QUESTIONS ARE STUPID, AND THE PEOPLE BEHIND THE DESK NEED TO BE DOING THE SURVEY.
THE HEIGHTENED SENSE OF OPERATIONS AT [AIRPORT X]. THE NEW CRITERIA GIVES YOU A SENSE OF STRESS.
PILOTS IGNORE THE COMMUNICATION
INCONSISTENT AND ILLOGICAL SCREENING OF CREWMEMBERS AT AIRPORTS; INADEQUATE SCREENING OF CHECKED LUGGAGE ON BOARD AIRCRAFT, IT IS STILL POSSIBLE TO PLACE PLASTIC EXPLOSIVES ON BOARD AIRCRAFT.
RUNWAY AND AIRPORT MARKINGS, CREWMEMBERS BEING DISTRACTED BY WHATS GOING ON IN THEIR INDUSTRY - FINANCIAL WELL BEING OF THEIR COMPANY.
IN TRAIL SPACING IN ALTITUDE BEGINS TO IMPACT ARRIVALS BECAUSE OF FUEL
IMPROPER WEIGHT MANIFEST
COMMUNICATION, CONGESTION, LACK OF REAL TIME WEATHER DISPLAYS ON FLIGHT DECK
CONGESTED AND CLOGGED UP FREQUENCIES, UHF AND VHF SHOULD BE UNIFORM (HEARING TWO SETS OF VOICES).
THE CONGESTION PROBLEMS
SLEEP DEPRIVATION NOT BEING ADDRESSED FOR LONG-LEGS, INTERNATIONAL FLYING FOR EXAMPLE. PILOT FATIGUE LEADING TO SAFETY PROBLEMS.
SECURITY AT AIRPORT

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - D3A

D3A
SEVERE WEATHER CLOSENESS, TO COMPLY WITH ATC REQUIREMENT TO STAY AWAY FROM MILITARY AIRSPACE.
TURBULENCE AT HIGH ALTITUDE
RADIO TRAFFIC CONGESTION
ATC GIVES PREFERENTIAL TREATMENT TO CERTAIN AIRLINES, NAMELY [AIRLINE A] AND PILOTS CONSIDER THAT UNFAIR AND UNSAFE.
SOME OF THE NEW FLIGHT MANAGEMENT SYSTEMS THAT'S ON PLANES, WE'RE HAVING PROBLEMS WITH THEM, ESPECIALLY [BRAND A].
TERRORIST AND HIJACKING
SOMETIMES YOU THINK YOU HEAR WHAT YOU HEAR FROM A FOREIGN CONTROLLER BUT IT'S UNCLEAR BECAUSE OF LANGUAGE PROBLEMS
REGIONAL JETS CLOG UP THE SYSTEM, SHOULD BE AT SECONDARY AIRPORTS. THEIR EXPERIENCE IS LESS. IF REDUCED VERTICAL SEPARATION MINIMUMS WILL BE A CONCERN.
RADIO PROBLEMS
WEATHER FORECAST BEING MORE CORRECT
A NUMBER OF DEPARTURES THROUGHOUT THE U.S. ARE POORLY LAID OUT AND THESE ARE DANGEROUS.
PILOT FATIGUE
AIRSPACE SATURATION BY SMALL JETS; PROBLEMS OBTAINING TIMELY AND ACCURATE WEATHER INFORMATION
[AIRPORT X] ATC
OVERCROWDING IN AIRPORTS
CLEARANCE CHANGES
COMMUNICATION ISSUES BETWEEN ATC AND PILOTS, CONGESTION ISSUES.
CREW REST
LIKE SOUNDING CALL SIGNS
CREW REST
FUEL PROBLEMS
TOO MUCH TRAFFIC
GROUND HANDLING AND APPROACH VERY BUSY ON ATC FREQUENCY. NO READBACKS GIVEN.
[LOCATION A] HAS LOTS OF AIRPORTS THAT HAVE INSTRUMENT APPROACHES WITHOUT WEATHER REPORTS.
KEEPING US HIGH ON APPROACH IS DANGEROUS, PUSH TO GET PILOTS TO FOLLOW OTHER AIRCRAFT RATHER THAN GIVE SPECIFIC INFORMATION.
ATC BEING RUDE AND UNPROFESSIONAL IS A SAFTETY ISSUE.
APPROCH TO [AIRPORT X]

D3A
AT [AIRPORT X], FOR EXAMPLE, WHEN HOLDING SHORT, BOTH PILOTS ARE ASKED TO MONITOR TOWER FREQUENCY. WE ARE ALSO TOLD TO CALL OUR COMPANY TO GET GATE INFORMATION AND THIS MEANS WE HAVE TO LEAVE TOWER FREQUENCY. THERE IS TOO MUCH UNNECESSARY DISCUSSION ON APPROACH.
CREWMEMBER FATIGUE
DIFFICULTY IN FINDING AN ASSIGNED FIX
THE ONE ABOUT HAVING UP TO DATE NATIONAL WEATHER SERVICE UPLINK ON ALL AIRCRAFT AND THE WAY AIR CREW ARE SCREENED; WE SHOULD HAVE SOME TYPE OF SPECIFIC IDENTIFICATION TO GET US THROUGH SECURITY WHEN RAMPERS HAVE TOTAL ACCESS.
HOW MANY TIMES HAVE YOU BEEN REROUTED FOR NO GOOD REASON? POOR TIMING AND PLANNING AND CAUSES A SCRAMBLE IN THE COCKPIT. HELD AT AN ABSOLUTE MINIMUM UNLESS THERE'S A GOOD REASON AND NOT FOR THE CONVENIENCE FOR THE CONTROLLERS.
CONTROLLERS NOT RESPECTING WAKE TURBULENCE FROM OTHER AIRCRAFT ON DEPARTURE VISUAL APPROACHES INTO [AIRPORT X].
THE DELAY SYSTEM DURING ADVERSE WEATHER-IT APPEARS AS THOUGH THE ATC SYSTEM IS NOT AS PROPERLY EQUIPPED OR EFFICIENT IN HANDLING THE MOST MINOR OF WEATHER INCIDENTS, PARTICULARLY IN [LOCATION A].
CREWMEMBER FATIGUE
HAD A CATEGORY 3 APPROACH. THERE WAS A PLANE ON RUNWAY. VERY POOR CONTROLLING BY ATC. ALSO, NOT ENOUGH CONTROLLERS. CONTROLLERS WORKING 3, 4, OR 5 FREQUENCIES AND WE DON'T KNOW TO WHOM HE IS SPEAKING TO.
YOU'VE GOT TOO MANY PLANES IN THE SAME SPOT AS 10 YEARS AGO--FLOW PROBLEMS HAVEN'T IMPROVED
ATC IS COMPROMISING SAFETY BY REROUTING FOR WEATHER THAT DOES NOT EXIST AT THAT TIME WHICH WILL CUT IN TO FUEL RESERVES
T-CAS
AIRPORT MARKING SIGNS
SECURITY TOO OFTEN INFRINGES ON FLIGHT CHECK TIME, AND SLOWS PREFLIGHT CHECKS BY AT LEAST 20 MINUTES. SECURITY HAS BECOME MORE OF AN HARRASMENT THAN A DETERENT.
WEATHER BRIEFING HAS ALWAYS BEEN A SERIOUS PROBLEM.
AIR TRAFFIC CONTROL
AIR TRAFFIC SYSTEM IS DEPLORABLE AND DOES NOT MOVE ENOUGH PLANES.
CREW REST, PILOT FATIGUE
TRAFFIC CONGESTION AT HUB AIRPORTS, CREW FATIGUE
CLOSE SPACING IN TERMINAL AREAS - RUNWAYS WITH ARRIVING AND DEPARTING AIRCRAFTS TOO CLOSE TO EACH OTHER.

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - D3A

D3A
HAD A PASSENGER SMOKING IN CABIN AND THERE IS A PROBLEM OF PASSENGERS USING CELL PHONES DURING FLIGHT.
CONTROLLER DON'T UNDERSTAND ABOUT AIRSPEED.
FREQUENCY CONGESTION IS A PROBLEM; DATA LINKS, INSTEAD OF VERBAL COMMUNICATION, WOULD BE BENEFICIAL AND SAFER
DUTY LIMITS
LAST MINUTE CHANGES ON ATC CLEARANCES ARE CONFUSING, ESPECIALLY IN [LOCATION A].
SURVEY SHOULD BE GEARED TO AUTOMATION
LAST MINUTE CHANGES GIVEN WHILE TOUCHING DOWN AND ROLLING OUT SEVERAL PARTS TO THE LAND INSTRUCTIONS.
SECURITY ISSUES - CONCERNING IDENTIFICATION OF AIR MARSHALS AND FAA INSPECTORS, SPECIAL RULES FOR APPROACHES INTO [LOCATION A].
THE SECURITY PROBLEMS IN THE AIRPORTS. THEY ARE FIGHTING THE WRONG PROBLEMS. IT IS NOT THE PILOTS. PILOTS NEED TO BE ARMED. THEY HAVE AN UNUSAL AMOUNT OF SECURITY PROCEDURES FOR THE PILOTS YET NOBODY TALKS ABOUT SECURITY PROCEDURES FOR MECHANICS.
COMPACTED ARRIVALS AND DEPARTURES
MOST OF IT IS TRAFFIC CONGESTION; CLOSE DEPARTURES AND LANDINGS; THEN THEY DON'T GET BACK TO YOU BECAUSE IT'S SO CROWDED OUT THERE.
POSITIVE CHANGEOVER OF GROUND FREQUENCIES
TOO MANY AIRCRAFT FLYING INTO CERTAIN AIRPORTS AROUND THE COUNTRY.
TOO MANY AIRPLANES, NEED TO HAVE A VERY, VERY CONTROLLED ENVIRONMENT.
RADIO AND TRAFFIC CONGESTION BIGGEST ISSUES. ALSO, [LOCATION A] RADIO PROBLEM.
QUALITY OF ATC CONTROLLERS
ON MY PLANES, ATC CAN ONLY ASK ME TO SLOW DOWN OR COME DOWN BUT NOT BOTH. THEY ARE NOT PILOTS AND ARE NOT AWARE OF MY PLANE'S CAPABILITIES
ACCURACY OF THE TAKEOFF DATA THAT THEY RECEIVE, MANY TIMES THE INFORMATION IS NOT ACCURATE
ATC ON MULTIPLE FREQUENCIES
HOW MANY READ THE NEWSPAPER. DO NOT PAY ATTENTION TO EVENTS THAT OCCURED EN ROUTE OR MONITORING AIRCRAFT INSTRUMENTS.
TOO MANY IDIOTS FLYING AIRPLANES TODAY, LANDING AIRPLANES 2 1/2 MILES APART FROM EACH OTHER. INCREASING NUMBER OF LANDINGS PER HOUR . STRETCHING AIRPLANES FOR LANDING OUT SO FAR THAT RESERVE FUEL IS BEING COMPROMISED. SLOWING AIRPLANES SO THEY HAVE TO PUT THE LANDING GEAR OUT 30 MILES OUT ALL IN ORDER
REDUCED VERTICAL SEPARATION FORTHCOMING

D3A
TRAFFIC CONGESTION ON THE GROUND AT CERTAIN AIRPORTS.
MORE EMPHASIS ON FREQUENCY CONGESTION AND CONTROLLERS USING MULT FREQUENCIES, CONFUSION, FRUSTRATION, ALSO CONTROLLER OVERLOAD.
CONGESTION TOO MUCH. EITHER PLANES OR IN THE AIR.
LANGUAGE DIFFERENCES, COMMUNICATION ISSUES
LARGER AIRPORTS ARE GETTING HEAVY AMOUNTS OF SMALLER AIRCRAFTS THAT FLY SLOWER SPEEDS.
SECURITY-TSA
AS AN AVIATION INDUSTRY WE HAVE TO BE MORE COGNIZANT OF THE AIR VEHICLE STRUCTURAL MODEL. AS WE CROSS EACH OTHER, WE'RE GETTING CLOSER AND CLOSER AS THE AIR SPACE IS GETTING MORE CROWDED; TAXIING ARUND THE TERMINAL AND GROUND VEHICLES.
LARGE AIRPORTS WITH CONGESTION ON THE GROUND, FOR EXAMPLE, [AIRPORT X], [AIRPORT Y] CLEARANCE.
FUEL BEING CUT TO MINIMUM BECAUSE OF BUDGET.
FREQUENCY CONGESTION IS A PROBLEM.
[AIRCRAFT TYPE A] CONFLICTS WITH SPEED CONTROL, SPECIFICALLY TRAFFIC SEPARATION WITH [AIRCRAFT TYPE A].
AIR TRAFFIC CONTROL OVERLOAD, NUMBER OF DELAYS, THE ABILITY OF THE CONTROLS AND SYSTEMS ARE LAGGING BEHIND THE TRAFFIC THAT IS HAPPENING, SUFFERING FROM CONSTANT GROUND DELAYS. AND THE VOLUME OF TRAFFIC OVERWHELMED DURING CERTIAN TIME PERIODS.
ATC CONGESTION, USE OF COMMUTER JETS USING SAME ALTITUDE AT SLOWER SPEEDS, PASSENGER DISRESPECT TOWARD CREW.
TIGHT SPACING ON APPROACHES
LAND AND HOLD SHORT IS USED BY CONTROLLERS WITHOUT REGARD FOR PILOT.
NON-STANDARD TRANSITION ALTITUDE AND TRANSITION LEVELS.
DISTRACTIONS IN THE COCKPIT GIVEN WORRY AND STRESS CURRENTLY EXPERIENCED BY CREWMEMBERS DUE TO EMPLOYMENT UNCERTAINTY OR JOB INSECURITY.
DEALING WITH AIRPORT SECURITY
CREW REST, FATIGUE
AIRCRAFT SEPARATION ON APPROACH, REGARDING AIRSPEED COMPATIBILITY AND SEPARATION ITSELF; JAMMED IN TOO TIGHT, TOO CLOSE TO THE TAILS
FATIGUE (PILOT) DUE TO OVERSCHEDULING
TURBULENCE REPORTS AND ITS USE - SPECIFICALLY OVER INTERNATIONAL ROUNDS.
ATC INSTRUCTIONS TO VECTOR INSTEAD OF HOLD ON APPRAOCH COULD LEAD TO FUEL LOSS - UNCERTAINTY OF FINAL DESTINATION. WRONG FREQUENCY DUE TO SEVERAL OPERATED BY ATC, AND LACK OF FEEDBACK FROM ATC ON PILOTS' READ-BACK OF INSTRUCTIONS.

D3A
ASK ABOUT CONTENTS OF CARGO AND SECURITY, ALSO NUMBER OF HOURS FLOWN, FATIGUE, AND SCHEDULING PRACTICES.
PILOT FATIGUE, INADEQUATE CREW REST, ATC STAFFING AND COMMUNICATION ABILITIES, TRAINING FOR CABIN CREWS REGARDING SELF-DEFENSE NOT ADEQUATE.
THE NEED FOR SKY MARSHALS
I'VE NOTICED THAT MANY FOREIGN CONTROLLERS DON'T SPEAK ENGLISH EVEN THOUGH THEY SHOULD AND IT'S DIFFICULT TO GET THROUGH THE GIBBERISH. ALSO PLANES PACKED UP FOR TAKE-OFFS AND LANDINGS - THE TOWER NEEDS TO SPACE THEM BETTER FOR LANDING AND DEPARTURE.
WEATHER-RELATED DELAY PROGRAMS

NAOMS AIR CARRIER SECTION D 'UNKNOWN FLIGHT ACTIVITY' RECORDS - D5A

D5A
RESPONDENT SAID HAVE SURVEY ONLY COVER [X] DAYS SO THEY REMEMBER ALL OF THE EVENTS
INTERNET GREAT IDEA
PRE-EVENT X WE HAD HEARINGS, THEN TRAFFIC DECREASED AND NOW WE'RE BACK TO A HIGH VOLUME OF TRAFFIC, WITH NOT ENOUGH SPACING IN BETWEEN PLANES AT TAKE-OFFS, LANDINGS, AND RUNWAY INCURSIONS. IT'S A ZOO OUT THERE!
USING THE INTERNET OR E-MAIL WOULD BE BETTER THAN THE TELEPHONE.
DOING A GREAT JOB
NON-PRECISION APPROACHES SHOULD BE FLOWN BY AIR CARRIER X CARRIERS, ESPECIALLY AT AIRPORTS SUCH AS AIRPORT X. ALSO FEELS THAT DUTY SCHEDULES, ESPECIALLY NIGHT DUTY, SHOULD BE REVIEWED IN RELATION TO SAFETY.
SECURITY AND TIGHTER SCREENING OF PERSONS WHO HAVE ACCESS TO THE PLANES
I'M GRATEFUL THAT YOU GUYS ARE INVOLVED IN THIS. FOR YEARS WE HAVE TRUSTED NASA TO DEAL FAIRLY WITH SAFETY ISSUES.
RESPONDENT WANTS TO SEE THE QUESTIONS IN ADVANCE IN ORDER TO PROVIDE A BETTER REPORT.
POSSIBLY COMMUNICATE TO THE RESPONDENT TO TAKE NOTES ABOUT INCIDENTS AS THEY SEE THEM SO THEY CAN BE BETTER PREPARED THE NEXT TIME THEY ARE INTERVIEWED (I.E., E-MAIL).
WOULD BE NICE TO DO THE SURVEY ON THE INTERNET. THAT WAY IT WOULD BE FAR LESS TIME CONSUMING AND COSTLY HAVING INTERVIEWERS CALL AND NOT GETTING A RESPONDENT AT A CONVENIENT TIME TO CONDUCT THE INTERVIEW.
FREQUENCY CONGESTION COULD BECOME A PROBLEM
THE QUESTIONS SHOULD HAVE LESS GREY AREA.
I DID IT BEFORE. IT IS WORTHLESS. 60 DAYS IS TOO SHORT. DON'T CALL ME AGAIN
NEED TO HIRE MORE ENGLISH SPEAKING ATC
GOOD. WISH IT HAD BEEN OVER A LARGER PERIOD OF TIME.
TO CHANGE THE PROBLEM I'M TALKING ABOUT; EARLIER ATC WERE MORE FACILE AND ABLE TO MAKE ADJUSTMENTS, BUT NOW THEY'RE UNABLE TO ADAPT AND COME UP WITH ANY ALTERNATE PLANS. THIS IS A SERIOUS PROBLEM.
AIRPORT X HAS TAILWIND. I WILL NOT LAND WITH A TAILWIND. A NOISE ABATEMENT PROBLEM I THINK. IT IS NOT BAD UNLESS IT IS ICE. I WILL DIVERT.
WISH THEY HAD MORE OF THEM. SHOULD HAVE MORE SURVEYS DIRECTED AT COMPANY MANAGEMENT, NOTHING ABOUT MAINTENANCE ON SURVEY.
I HAD [event] BECAUSE THERE WAS [activity]. WE ARE HAVING A PROBLEM OF PASSENGERS USING CELL PHONES DURING FLIGHT
ADDING MORE SPACE FOR ADDITIONAL INFORMATION, A NARRATIVE PART FOR PHRASES THAT YOU ARE ABLE TO GIVE MORE DETAILS FOR SEVERAL QUESTIONS

D5A
YOU HAVE BAGGAGE HANDLERS, CLEANING PERSONNEL, CATERERS, AND ANYBODY ELSE THAT HAS ACCESS TO THE AIRPLANE; ARE THEY SUBJECT TO THE SAME DRACONIAN SECURITY PROCEDURE THAT THE PILOTS ARE SUBJECT TO?
GO INTO MORE DEPTH REGARDING TRAFFIC CONGESTION AND HOW BUSY IT IS. THE AREA AND THE DELAYS ARE JUST OUT OF CONTROL; YOU'LL SIT THERE FOR AN HOUR WITH THE DOOR CLOSED AND THE POOR ATC GUYS ARE GETTING VERY TESTY BECAUSE OF ALL THE TRAFFIC TRYING TO GET O
VERY GOOD QUESTIONS
IT'S TAKING OVER 3 YEARS FOR NASA TO FIGURE OUT THERE ARE NO SAFETY PROBLEMS?
I HOPE I WILL BE ABLE TO FIND OUT ABOUT THE RESULTS OF THIS STUDY.
[X] DAYS IS NOT ENOUGH TIME
LAST [X] DAYS NEEDS TO BE EXPANDED INTO A LONGER TIME PERIOD. [X] DAYS IS TOO LIMITED. DILUTES THE OCCURRENCES.
RUNWAY MARKERS DO NOT MAKE SENSE, ATIS NEEDS TO HAVE TEMPERATURE DEW POINT IN TENTHS
PUT SURVEY ON INTERNET AND IT WOULD BE MORE BENEFICIAL FOR SURVEY