

NAOMS AIR CARRIER SECTION D AFTER REDACTION (Outliers) Numeric

| RandomID | RandomID_Original | D1 | D2 | D3 | D4 | D5 |
|----------|-------------------|----|----|----|----|----|
| 1.322 | O_536 | 5 | 0 | 0 | 1 | 0 |
| 2.322 | O_636 | 5 | 0 | 0 | 1 | 0 |
| 3.322 | O_239 | 4 | 0 | 1 | 1 | 1 |
| 4.322 | O_451 | 5 | 0 | 1 | 1 | 0 |
| 5.322 | O_858 | 4 | 0 | 0 | 1 | 1 |
| 6.322 | O_492 | 5 | 0 | 0 | 1 | 0 |
| 7.322 | O_128 | 5 | 0 | 0 | 1 | 0 |
| 8.322 | O_221 | 5 | 0 | 0 | 1 | 0 |
| 9.322 | O_467 | 5 | 0 | 0 | 1 | 0 |
| 10.322 | O_935 | 5 | 0 | 1 | 1 | 0 |
| 11.322 | O_342 | 5 | 0 | 0 | 1 | 0 |
| 12.322 | O_1060 | 4 | 0 | 0 | 1 | 0 |
| 13.322 | O_710 | 5 | 0 | 0 | 1 | 0 |
| 14.322 | O_966 | | | | | |
| 15.322 | O_662 | 5 | 0 | 0 | 1 | 1 |
| 16.322 | O_674 | 5 | 0 | 1 | 1 | 0 |
| 17.322 | O_986 | | | | | |
| 18.322 | O_194 | 5 | 0 | 0 | 1 | 0 |
| 19.322 | O_166 | 5 | 0 | 0 | 1 | 0 |
| 20.322 | O_237 | 5 | 0 | 1 | 1 | 0 |
| 21.322 | O_234 | 4 | 0 | 0 | 1 | 0 |
| 22.322 | O_358 | 4 | 0 | 0 | 1 | 0 |
| 23.322 | O_418 | 5 | 0 | 1 | 0 | 0 |
| 24.322 | O_126 | 5 | 0 | 0 | 1 | 0 |
| 25.322 | O_495 | 4 | 0 | 0 | 1 | 0 |
| 26.322 | O_706 | 5 | 0 | 1 | 1 | 1 |
| 27.322 | O_778 | 4 | 0 | 0 | 1 | 0 |
| 28.322 | O_306 | 5 | 1 | 1 | 1 | 0 |
| 29.322 | O_232 | 5 | 0 | 0 | 1 | 0 |
| 30.322 | O_472 | 5 | 0 | 0 | 1 | 1 |
| 31.322 | O_446 | 5 | 0 | 1 | 1 | 0 |
| 32.322 | O_11 | 5 | 0 | 1 | 1 | 1 |
| 33.322 | O_268 | 4 | 0 | 1 | 1 | 0 |
| 34.322 | O_759 | 4 | 0 | 1 | 1 | 0 |

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| RandomID | RandomID_Original | D1 | D2 | D3 | D4 | D5 |
|----------|-------------------|----|----|----|----|----|
| 35.322 | O_386 | 4 | 0 | 1 | 0 | 0 |
| 36.322 | O_713 | 4 | 0 | 0 | 1 | 0 |
| 37.322 | O_456 | 5 | 0 | 1 | 1 | 0 |
| 38.322 | O_262 | 4 | 0 | 0 | 1 | 0 |
| 39.322 | O_354 | 5 | 0 | 0 | 1 | 0 |
| 40.322 | O_925 | 5 | 0 | 0 | 1 | 0 |
| 41.322 | O_781 | 5 | 0 | 1 | 1 | 0 |
| 42.322 | O_81 | 5 | 0 | 0 | 1 | 0 |
| 43.322 | O_558 | 5 | 0 | 0 | 1 | 0 |
| 44.322 | O_833 | 4 | 0 | 1 | 1 | 1 |
| 45.322 | O_541 | 5 | 0 | 0 | 1 | 0 |
| 46.322 | O_888 | 4 | 0 | 0 | 1 | 0 |
| 47.322 | O_859 | 5 | 0 | 0 | 1 | 0 |
| 48.322 | O_350 | 3 | 0 | 0 | 1 | 0 |
| 49.322 | O_797 | 4 | 0 | 0 | 1 | 0 |
| 50.322 | O_42 | 4 | 0 | 1 | 1 | 0 |
| 51.322 | O_620 | 5 | 0 | 0 | 1 | 0 |
| 52.322 | O_379 | 4 | 1 | 0 | 1 | 0 |
| 53.322 | O_982 | | | | | |
| 54.322 | O_307 | 5 | 0 | 1 | 1 | 0 |
| 55.322 | O_531 | 5 | 0 | 0 | 1 | 0 |
| 56.322 | O_971 | | | | | |
| 57.322 | O_215 | 3 | 0 | 1 | 1 | 0 |
| 58.322 | O_1034 | 5 | 0 | 1 | 0 | 1 |
| 59.322 | O_975 | | | | | |
| 60.322 | O_325 | 4 | 0 | 0 | 1 | 0 |
| 61.322 | O_309 | 4 | 0 | 0 | 1 | 0 |
| 62.322 | O_422 | 5 | 0 | 0 | 1 | 0 |
| 63.322 | O_346 | 3 | 0 | 0 | 1 | 0 |
| 64.322 | O_1046 | 4 | 0 | 0 | 1 | 0 |
| 65.322 | O_939 | | | | | |
| 66.322 | O_885 | 5 | 0 | 1 | 1 | 1 |
| 67.322 | O_853 | 4 | 0 | 1 | 1 | 0 |
| 68.322 | O_1039 | 5 | 0 | 0 | 1 | 0 |

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| RandomID | RandomID_Original | D1 | D2 | D3 | D4 | D5 |
|----------|-------------------|----|----|----|----|----|
| 69.322 | O_77 | 5 | 0 | 1 | 1 | 0 |
| 70.322 | O_1002 | 4 | 0 | 1 | 1 | 1 |
| 71.322 | O_339 | 5 | 0 | 0 | 1 | 0 |
| 72.322 | O_692 | 5 | 0 | 0 | 1 | 0 |
| 73.322 | O_486 | 4 | 0 | 0 | 1 | 0 |
| 74.322 | O_984 | | | | | |
| 75.322 | O_753 | 3 | 0 | 0 | 1 | 0 |
| 76.322 | O_995 | | | | | |
| 77.322 | O_658 | 4 | 0 | 0 | 1 | 0 |
| 78.322 | O_416 | 5 | 0 | 0 | 1 | 1 |
| 79.322 | O_611 | 4 | 0 | 0 | 1 | 0 |
| 80.322 | O_874 | 5 | 0 | 0 | 1 | 0 |
| 81.322 | O_173 | 4 | 0 | 1 | 1 | 0 |
| 82.322 | O_709 | 5 | 0 | 1 | 1 | 0 |
| 83.322 | O_352 | 5 | 0 | 0 | 1 | 1 |
| 84.322 | O_511 | 5 | 0 | 0 | 1 | 0 |
| 85.322 | O_10 | 5 | 0 | 1 | 1 | 0 |
| 86.322 | O_228 | 4 | 0 | 1 | 1 | 0 |
| 87.322 | O_948 | | | | | |
| 88.322 | O_525 | 5 | 0 | 1 | 1 | 0 |
| 89.322 | O_612 | 5 | 0 | 1 | 1 | 0 |
| 90.322 | O_988 | | | | | |
| 91.322 | O_958 | | | | | |
| 92.322 | O_198 | 5 | 0 | 1 | 1 | 0 |
| 93.322 | O_788 | 4 | 0 | 0 | 0 | 1 |
| 94.322 | O_962 | | | | | |
| 95.322 | O_213 | 4 | 0 | 1 | 1 | 1 |
| 96.322 | O_649 | 4 | 0 | 1 | 1 | 0 |
| 97.322 | O_86 | 5 | 0 | 0 | 1 | 0 |
| 98.322 | O_815 | 4 | 0 | 0 | 1 | 0 |
| 99.322 | O_733 | 5 | 0 | 0 | 1 | 0 |
| 100.322 | O_715 | 5 | 1 | 1 | 1 | 0 |
| 101.322 | O_1047 | 4 | 0 | 1 | 1 | 1 |
| 102.322 | O_113 | 4 | 0 | 0 | 1 | 0 |

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| RandomID | RandomID_Original | D1 | D2 | D3 | D4 | D5 |
|----------|-------------------|----|----|----|----|----|
| 103.322 | O_565 | 4 | 0 | 0 | 1 | 0 |
| 104.322 | O_1004 | 5 | 0 | 1 | 1 | 0 |
| 105.322 | O_529 | 4 | 0 | 0 | 1 | 0 |
| 106.322 | O_283 | 3 | 0 | 0 | 1 | 0 |
| 107.322 | O_523 | 5 | 0 | 0 | 1 | 0 |
| 108.322 | O_798 | 5 | 0 | 0 | 1 | 0 |
| 109.322 | O_389 | 5 | 0 | 0 | 1 | 1 |
| 110.322 | O_785 | 5 | 0 | 0 | 1 | 0 |
| 111.322 | O_287 | 5 | 0 | 1 | 1 | 1 |
| 112.322 | O_884 | 4 | 1 | 1 | 1 | 0 |
| 113.322 | O_980 | | | | | |
| 114.322 | O_438 | 5 | 0 | 0 | 1 | 1 |
| 115.322 | O_22 | 5 | 0 | 1 | 1 | 0 |
| 116.322 | O_292 | 4 | 0 | 0 | 1 | 0 |
| 117.322 | O_351 | 5 | 0 | 1 | 1 | 0 |
| 118.322 | O_281 | 5 | 0 | 1 | 1 | 1 |
| 119.322 | O_855 | 3 | 0 | 0 | 1 | 0 |
| 120.322 | O_44 | 5 | 0 | 1 | 1 | 0 |
| 121.322 | O_589 | 5 | 0 | 0 | 1 | 0 |
| 122.322 | O_445 | 5 | 0 | 0 | 1 | 0 |
| 123.322 | O_40 | 5 | 0 | 0 | 1 | 0 |
| 124.322 | O_607 | 5 | 0 | 1 | 1 | 0 |
| 125.322 | O_1018 | 5 | 0 | 0 | 1 | 0 |
| 126.322 | O_76 | 4 | 0 | 0 | 1 | 0 |
| 127.322 | O_328 | 5 | 0 | 0 | 1 | 0 |
| 128.322 | O_110 | 5 | 0 | 0 | 1 | 0 |
| 129.322 | O_214 | 5 | 0 | 0 | 1 | 0 |
| 130.322 | O_167 | 5 | 0 | 0 | 1 | 0 |
| 131.322 | O_812 | 5 | 0 | 0 | 1 | 0 |
| 132.322 | O_645 | 5 | 0 | 0 | 1 | 0 |
| 133.322 | O_144 | 5 | 0 | 1 | 1 | 1 |
| 134.322 | O_429 | 5 | 0 | 1 | 1 | 0 |
| 135.322 | O_1015 | 5 | 0 | 0 | 1 | 0 |
| 136.322 | O_603 | 5 | 0 | 0 | 1 | 0 |

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| RandomID | RandomID_Original | D1 | D2 | D3 | D4 | D5 |
|----------|-------------------|----|----|----|----|----|
| 137.322 | O_927 | 5 | 0 | 0 | 1 | 0 |
| 138.322 | O_99 | | | | | |
| 139.322 | O_52 | 4 | 0 | 1 | 1 | 0 |
| 140.322 | O_75 | 5 | 0 | 0 | 1 | 0 |
| 141.322 | O_317 | 3 | 1 | 1 | 1 | 1 |
| 142.322 | O_866 | 4 | 0 | 0 | 1 | 1 |
| 143.322 | O_1006 | 5 | 0 | 0 | 1 | 0 |
| 144.322 | O_548 | 5 | 0 | 1 | 1 | 0 |
| 145.322 | O_821 | 5 | 0 | 0 | 1 | 0 |
| 146.322 | O_130 | 5 | 0 | 0 | 1 | 0 |
| 147.322 | O_642 | 5 | 0 | 1 | 1 | 0 |
| 148.322 | O_928 | 5 | 0 | 0 | 1 | 1 |
| 149.322 | O_690 | 5 | 0 | 0 | 1 | 0 |
| 150.322 | O_732 | 5 | 0 | 1 | 1 | 0 |
| 151.322 | O_264 | 5 | 0 | 0 | 0 | 0 |
| 152.322 | O_953 | | | | | |
| 153.322 | O_151 | 5 | 0 | 1 | 1 | 0 |
| 154.322 | O_362 | 5 | 0 | 0 | 0 | 0 |
| 155.322 | O_452 | 5 | 0 | 1 | 1 | 0 |
| 156.322 | O_250 | 4 | 0 | 0 | 1 | 0 |
| 157.322 | O_252 | 5 | 0 | 0 | 1 | 1 |
| 158.322 | O_383 | 5 | 0 | 0 | 1 | 1 |
| 159.322 | O_999 | | | | | |
| 160.322 | O_814 | 4 | 0 | 1 | 1 | 0 |
| 161.322 | O_236 | 5 | 0 | 0 | 1 | 1 |
| 162.322 | O_809 | 4 | 0 | 1 | 1 | 0 |
| 163.322 | O_123 | 5 | 0 | 0 | 1 | 0 |
| 164.322 | O_535 | 4 | 0 | 0 | 1 | 0 |
| 165.322 | O_505 | 4 | 0 | 0 | 1 | 0 |
| 166.322 | O_560 | 4 | 0 | 0 | 1 | 0 |
| 167.322 | O_754 | 5 | 0 | 0 | 1 | 1 |
| 168.322 | O_952 | | | | | |
| 169.322 | O_576 | 4 | 0 | 0 | 1 | 0 |
| 170.322 | O_793 | 5 | 0 | 0 | 1 | 1 |

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| RandomID | RandomID_Original | D1 | D2 | D3 | D4 | D5 |
|----------|-------------------|----|----|----|----|----|
| 171.322 | O_170 | 4 | 0 | 0 | 1 | 0 |
| 172.322 | O_12 | 5 | 0 | 0 | 1 | 0 |
| 173.322 | O_580 | 5 | 0 | 1 | 1 | 0 |
| 174.322 | O_479 | 5 | 0 | 0 | 1 | 0 |
| 175.322 | O_30 | 4 | 0 | 0 | 1 | 0 |
| 176.322 | O_4 | 5 | 0 | 0 | 1 | 0 |
| 177.322 | O_824 | 5 | 0 | 0 | 1 | 0 |
| 178.322 | O_60 | 5 | 0 | 0 | 1 | 0 |
| 179.322 | O_20 | 5 | 0 | 0 | 1 | 0 |
| 180.322 | O_841 | 5 | 0 | 0 | 1 | 0 |
| 181.322 | O_915 | 4 | 0 | 1 | 1 | 1 |
| 182.322 | O_564 | 5 | 0 | 1 | 1 | 1 |
| 183.322 | O_100 | 5 | 0 | 1 | 1 | 0 |
| 184.322 | O_867 | 5 | 0 | 0 | 1 | 0 |
| 185.322 | O_705 | 5 | 0 | 1 | 1 | 0 |
| 186.322 | O_734 | 5 | 0 | 1 | 1 | 0 |
| 187.322 | O_137 | 5 | 0 | 0 | 1 | 0 |
| 188.322 | O_624 | 5 | 0 | 1 | 0 | 0 |
| 189.322 | O_111 | 4 | 0 | 1 | 1 | 0 |
| 190.322 | O_345 | 4 | 0 | 0 | 1 | 1 |
| 191.322 | O_1 | 5 | 0 | 1 | 1 | 1 |
| 192.322 | O_584 | 5 | 0 | 0 | 1 | 1 |
| 193.322 | O_944 | | | | | |
| 194.322 | O_154 | 3 | 0 | 1 | 1 | 0 |
| 195.322 | O_414 | 3 | 0 | 1 | 1 | 1 |
| 196.322 | O_365 | 5 | 0 | 0 | 1 | 0 |
| 197.322 | O_892 | 4 | 0 | 1 | 1 | 1 |
| 198.322 | O_825 | 5 | 0 | 1 | 1 | 0 |
| 199.322 | O_1005 | 4 | 0 | 0 | 1 | 0 |
| 200.322 | O_183 | 5 | 0 | 0 | 1 | 0 |
| 201.322 | O_804 | 5 | 0 | 0 | 1 | 1 |
| 202.322 | O_557 | 5 | 0 | 1 | 1 | 1 |
| 203.322 | O_117 | 5 | 0 | 1 | 1 | 1 |
| 204.322 | O_155 | 5 | 0 | 0 | 1 | 0 |

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| RandomID | RandomID_Original | D1 | D2 | D3 | D4 | D5 |
|----------|-------------------|----|----|----|----|----|
| 205.322 | O_220 | 4 | 0 | 1 | 1 | 0 |
| 206.322 | O_728 | 4 | 0 | 0 | 1 | 0 |
| 207.322 | O_94 | | | | | |
| 208.322 | O_547 | 4 | 0 | 0 | 1 | 0 |
| 209.322 | O_605 | 4 | 0 | 0 | 1 | 0 |
| 210.322 | O_731 | 5 | 0 | 1 | 1 | 0 |
| 211.322 | O_569 | 5 | 0 | 1 | 1 | 1 |
| 212.322 | O_689 | 5 | 0 | 0 | 1 | 0 |
| 213.322 | O_437 | 5 | 0 | 0 | 1 | 0 |
| 214.322 | O_316 | 4 | 0 | 0 | 1 | 1 |
| 215.322 | O_741 | 5 | 0 | 0 | 1 | 0 |
| 216.322 | O_484 | 4 | 0 | 1 | 1 | 0 |
| 217.322 | O_364 | 5 | 0 | 0 | 1 | 0 |
| 218.322 | O_181 | 5 | 0 | 1 | 1 | 0 |
| 219.322 | O_162 | 4 | 0 | 0 | 1 | 0 |
| 220.322 | O_460 | 5 | 0 | 0 | 1 | 0 |
| 221.322 | O_441 | 5 | 0 | 0 | 1 | 0 |
| 222.322 | O_188 | 4 | 0 | 1 | 1 | 0 |
| 223.322 | O_58 | 4 | 0 | 1 | 1 | 0 |
| 224.322 | O_864 | 4 | 0 | 0 | 1 | 0 |
| 225.322 | O_933 | 5 | 0 | 1 | 1 | 0 |
| 226.322 | O_87 | 4 | 0 | 1 | 1 | 0 |
| 227.322 | O_546 | 4 | 0 | 0 | 1 | 0 |
| 228.322 | O_131 | 3 | 0 | 1 | 1 | 0 |
| 229.322 | O_135 | 5 | 0 | 1 | 1 | 0 |
| 230.322 | O_477 | 5 | 0 | 0 | 1 | 0 |
| 231.322 | O_55 | 3 | 0 | 1 | 1 | 1 |
| 232.322 | O_828 | 5 | 0 | 0 | 1 | 0 |
| 233.322 | O_39 | 4 | 0 | 0 | 1 | 0 |
| 234.322 | O_205 | 5 | 0 | 1 | 1 | 1 |
| 235.322 | O_588 | 5 | 0 | 0 | 1 | 0 |
| 236.322 | O_68 | 5 | 0 | 0 | 1 | 0 |
| 237.322 | O_434 | 5 | 0 | 0 | 1 | 0 |
| 238.322 | O_381 | 5 | 0 | 0 | 1 | 0 |

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| RandomID | RandomID_Original | D1 | D2 | D3 | D4 | D5 |
|----------|-------------------|----|----|----|----|----|
| 239.322 | O_532 | 5 | 0 | 0 | 1 | 0 |
| 240.322 | O_517 | 5 | 0 | 0 | 1 | 0 |
| 241.322 | O_261 | 5 | 0 | 1 | 1 | 0 |
| 242.322 | O_337 | 5 | 0 | 0 | 1 | 0 |
| 243.322 | O_512 | 4 | 0 | 0 | 1 | 0 |
| 244.322 | O_695 | 5 | 0 | 0 | 1 | 0 |
| 245.322 | O_514 | 5 | 0 | 0 | 1 | 0 |
| 246.322 | O_1023 | 5 | 0 | 0 | 1 | 0 |
| 247.322 | O_112 | 5 | 0 | 0 | 1 | 0 |
| 248.322 | O_909 | 4 | 0 | 0 | 1 | 0 |
| 249.322 | O_619 | 5 | 0 | 0 | 1 | 0 |
| 250.322 | O_751 | 5 | 0 | 0 | 1 | 0 |
| 251.322 | O_333 | 5 | 0 | 1 | 1 | 0 |
| 252.322 | O_613 | 5 | 0 | 1 | 1 | 0 |
| 253.322 | O_70 | 5 | 0 | 0 | 1 | 0 |
| 254.322 | O_245 | 5 | 0 | 0 | 1 | 0 |
| 255.322 | O_876 | 5 | 0 | 1 | 1 | 0 |
| 256.322 | O_847 | 5 | 0 | 0 | 1 | 0 |
| 257.322 | O_739 | 1 | 0 | 0 | 1 | 0 |
| 258.322 | O_503 | 5 | 0 | 1 | 1 | 0 |
| 259.322 | O_397 | 5 | 0 | 1 | 1 | 0 |
| 260.322 | O_526 | 5 | 0 | 0 | 1 | 0 |
| 261.322 | O_33 | 5 | 0 | 0 | 1 | 1 |
| 262.322 | O_476 | 5 | 0 | 0 | 1 | 0 |
| 263.322 | O_231 | 4 | 0 | 1 | 1 | 0 |
| 264.322 | O_1022 | 5 | 0 | 1 | 1 | 0 |
| 265.322 | O_616 | 5 | 0 | 0 | 1 | 0 |
| 266.322 | O_158 | 5 | 0 | 0 | 1 | 0 |
| 267.322 | O_811 | 5 | 0 | 0 | 1 | 0 |
| 268.322 | O_943 | | | | | |
| 269.322 | O_73 | 4 | 0 | 1 | 1 | 0 |
| 270.322 | O_226 | 5 | 0 | 0 | 1 | 1 |
| 271.322 | O_146 | 4 | 0 | 0 | 1 | 1 |
| 272.322 | O_13 | 5 | 0 | 0 | 1 | 1 |

NAOMS AIR CARRIER SECTION D AFTER REDACTION (Outliers) Numeric

| RandomID | RandomID_Original | D1 | D2 | D3 | D4 | D5 |
|----------|-------------------|----|----|----|----|----|
| 273.322 | O_579 | 5 | 0 | 1 | 1 | 0 |
| 274.322 | O_563 | 5 | 0 | 0 | 1 | 0 |
| 275.322 | O_910 | 4 | 0 | 1 | 1 | 0 |
| 276.322 | O_177 | 5 | 0 | 0 | 0 | 0 |
| 277.322 | O_1052 | 4 | 0 | 1 | 1 | 0 |
| 278.322 | O_71 | 5 | 0 | 0 | 1 | 0 |
| 279.322 | O_791 | 5 | 0 | 0 | 1 | 0 |
| 280.322 | O_989 | | | | | |
| 281.322 | O_930 | 5 | 0 | 0 | 1 | 0 |
| 282.322 | O_254 | 5 | 0 | 0 | 1 | 0 |
| 283.322 | O_789 | 4 | 0 | 1 | 1 | 0 |
| 284.322 | O_374 | 5 | 0 | 0 | 1 | 0 |
| 285.322 | O_507 | 5 | 0 | 0 | 1 | 0 |
| 286.322 | O_819 | 5 | 0 | 0 | 1 | 0 |
| 287.322 | O_258 | 5 | 0 | 0 | 1 | 0 |
| 288.322 | O_965 | | | | | |
| 289.322 | O_641 | 5 | 0 | 0 | 1 | 0 |
| 290.322 | O_5 | 4 | 0 | 0 | 1 | 0 |
| 291.322 | O_36 | 4 | 0 | 1 | 1 | 0 |
| 292.322 | O_480 | 5 | 0 | 1 | 1 | 0 |
| 293.322 | O_1033 | 5 | 0 | 0 | 1 | 0 |
| 294.322 | O_849 | 5 | 0 | 0 | 1 | 0 |
| 295.322 | O_1059 | 5 | 0 | 0 | 1 | 1 |
| 296.322 | O_152 | 4 | 0 | 1 | 1 | 0 |
| 297.322 | O_341 | 4 | 0 | 1 | 1 | 0 |
| 298.322 | O_471 | 5 | 0 | 0 | 1 | 0 |
| 299.322 | O_786 | 5 | 0 | 1 | 0 | 0 |
| 300.322 | O_625 | 5 | 0 | 0 | 1 | 0 |
| 301.322 | O_61 | 5 | 1 | 0 | 1 | 0 |
| 302.322 | O_78 | 4 | 0 | 0 | 1 | 0 |
| 303.322 | O_1061 | 5 | 0 | 0 | 1 | 0 |
| 304.322 | O_199 | 5 | 0 | 1 | 1 | 0 |
| 305.322 | O_680 | 5 | 0 | 0 | 1 | 1 |
| 306.322 | O_185 | 5 | 0 | 1 | 1 | 0 |

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| RandomID | RandomID_Original | D1 | D2 | D3 | D4 | D5 |
|----------|-------------------|----|----|----|----|----|
| 307.322 | O_202 | 3 | 0 | 1 | 1 | 0 |
| 308.322 | O_725 | 4 | 0 | 1 | 1 | 0 |
| 309.322 | O_179 | 3 | 0 | 0 | 1 | 1 |
| 310.322 | O_634 | 4 | 0 | 1 | 1 | 0 |
| 311.322 | O_1000 | 4 | 0 | 1 | 1 | 0 |
| 312.322 | O_863 | 5 | 0 | 0 | 1 | 0 |
| 313.322 | O_773 | 4 | 0 | 1 | 1 | 0 |
| 314.322 | O_1049 | 5 | 0 | 1 | 1 | 0 |
| 315.322 | O_1032 | 5 | 0 | 0 | 1 | 0 |
| 316.322 | O_313 | 4 | 0 | 1 | 1 | 0 |
| 317.322 | O_29 | 4 | 1 | 0 | 1 | 0 |
| 318.322 | O_159 | 4 | 0 | 1 | 1 | 1 |
| 319.322 | O_968 | | | | | |
| 320.322 | O_623 | 4 | 0 | 0 | 1 | 0 |
| 321.322 | O_1035 | 5 | 0 | 0 | 0 | 0 |
| 322.322 | O_1053 | 4 | 0 | 1 | 1 | 1 |

NAOMS AIR CARRIER SECTION D AFTER REDACTION (Outliers) D2A

| RandomID | RandomID_Original | D2A_Q |
|----------|-------------------|-------|
| 28.322 | O_306 | IC1 |
| 27.322 | O_778 | AT1 |

NAOMS AIR CARRIER SECTION D AFTER REDACTION (Outliers) D2B thru E

| D2B | D2C | D2D | D2E |
|---------|-----|-----|-----|
| | | | |
| NO DATA | | | |

| D3A |
|---|
| HARD TO CONFIGURE, SLOW DOWN AND PLAN WITHIN THE LANDING ZONE. RUNWAYS SHOULD HAVE INSTRUMENT LANDING SYSTEM AND BME. LACK OF VISUAL APPROACH AT THE BUSIEST AIRPORTS. THEY SHOULD HAVE VASI ON EVERY RUNWAY. |
| TOO MUCH INFORMATION BEING GIVEN VERBALLY AND WRITTEN |
| AIRPLANES FLYING NON-PRECISION APPROACHES |
| CREW REST IS AN ENORMOUS ISSUE AND DUTY TIME. |
| CREW REST AND DUTY LIMITS QUESTIONS |
| THE PILOTS THAT ARE INSTRUCTORS HAVE NOT HAD ENOUGH TIME TO TRAIN. NEW PILOTS ARE NOT BEING TRAINED WELL ENOUGH. |
| UNQUALIFIED ATC, ANTIQUATED ATC SYSTEM |
| LATE APPROCH AND RUNWAY ASSIGNMENT FOR LANDING. |
| [AIRPORT X] TO [AIRPORT Y]: INS TURNED PLANE TOO SOON, MOVING INTO MILITARY AIRSPACE, ATC PICKED UP ON THIS AND VECTORED PLANE BACK TO CORRECT POINT. IN MAINLAND [LOCATION X]- MOVING BETWEEN [LOCATION X] AND [LOCATION Y], TRANSFER INFORMATION WAS NOT PASSED ON TO NEW CONTROL CENTER. |
| AIRPORT SECURITY: CURRENT GOVERNMENT ENFORCED AIRPORT SECURITY SCREENING PROCEDURES ARE COMPLETELY INEFFECTIVE AND INAPPROPRIATE. |
| I THINK WE NEED TO DO MORE RESEARCH REGARDING CRM--WE HAVE TO PUT MORE "ENERGY" ON CRM |
| UNIVERSAL FAA ISSUED CARD INSTEAD OF EACH AIRLINE ISSUED |
| ALL PARTS INCLUDING SECTION 91 SHOULD HAVE T-CAS ADVISORY. T-CAS SHOULD BE MANDATORY. ASK MORE QUESTIONS ABOUT ATC. |
| SLEEP DEPVEVATION, SCHEDULING AND REST REQUIREMENTS |
| LACK OF HONEST, COMPLETE REPORTING OF THE AMOUNT OF SCREENING THAT IS DONE TO CARRY ON BAGGAGE AND BAGGAGE THAT IS CHECKED IN. |
| FLIGHT CREW REST |
| [AIRLINE A] POLICIES - DAY FLYING MIXED WITH NIGHT FLYING. NO REGARD FOR CIRCADIAN RHYTHM. AND, NEW RULE TO GET JUMP SEATERS BACK. THIS IS USED AS A PERK FOR LOW-PAID GROUND CREWS. |
| PILOT FATIGUE |
| CREWMEMBER FATIGUE |
| PASSENGER DISTURBANCE |
| INTERNATIONAL ATC INFORMATION VERY HARD TO UNDERSTAND BECAUSE OF LANGUAGE BARRIER |
| MANUEVERING CRAFT IN RAMP AREA. ON PUSH BACK, CREW DID NOT UNDERSTAND MY INSTRUCTIONS. ON RAMP APPROACH ONCE HAD 2 GUIDE GUYS AND THEY WERE NOT READY FOR US TO COME IN. |
| TOO MANY IDIOTS FLYING AIRPLANES TODAY |

| D3A |
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| ATC REQUIRED TO GIVE A LOT OF INFORMATION CREW ALREADY HAVE THROUGH OTHER SOURCES THEREBY CONTRIBUTING TO FREQUENCY CONGESTION. |
| AIRPLANE MAINTENANCE IS POOR AND GETTING WORSE. COST IS THE BOTTOM LINE, NOT SAFETY, FOR AIRLINES. PILOT FATIGUE IS A BIG ISSUE. COCKPIT RESOURCE MANAGEMENT (CRM) IS NOT WORKING. RUDDER PROBLEMS ON THE [AIRCRAFT TYPE A] ARE A MAJOR SAFETY ISSUE. |
| ATC, CONGESTION, RADIO, ALSO WEATHER DEVIATIONS, LACK OF COMPASSION BY ATC FOR THE DEVIATION. |
| WERE YOU PRESSURED BY YOUR COMPANY TO VIOLATE YOUR PERSONAL SAFETY, WERE YOU PRESSURED BY ANOTHER CREW MEMBER TO VIOLATE FAA REGULATIONS. |
| THERE ARE BIG PROBLEMS WITH FATIGUE, ESPECIALLY AT NIGHT. |
| A COUPLE YEARS AGO GOING INTO [AIRPORT X] THE WEATHER CONDITIONS (WINDS WERE GUSTING OVER 50 KNOTS) WERE NOT ON THE ATIS AND WAS NOT RELAYED TO [AIRPORT X] CONTROL OR APPROACH CONTROL. AS CREW MEMBERS THE 1ST TIME WE HEARD ABOUT IT WAS WHEN WE SWITCHED RADIO FREQUENCIES. |
| DUTY TIME, AND BACKSIDE OF THE CLOCK AND INTERNATIONAL FLYING HOURS. |
| FREQUENCY CONGESTION IS ALWAYS A PROBLEM. |
| [redacted in entirety] |
| CHANGING OF RUNWAYS WITHIN 10 MILES IS A PROBLEM; FREQUENCY CONGESTION ON DOMESTIC; ON APPROACH, BEING TOLD TO KEEP SPEED UP DURING APPROACH; NOT HAVING ENOUGH TIME TO ADJUST TO FINAL INSTRUCTIONS TO LAND. |
| WAKE TURBULENCE ENCOUNTERS ENROUTE CAUSED BY AIR TRAFFIC CONTROL |
| CREWMEMBER FATIGUE AND MAINTAINCE PROBLEMS |
| CONTROLLERS ARE TRYING TO ASSIGN TO MAINTAIN SEPARATION (NEED T-CAS ADVISORY). |
| CREW REST |
| FREQUENCY CONGESTION MAINLY OUTSIDE THE US |
| DROP THE WORD HEAVY |
| T-CAS |
| (60 DAYS IS BRIEF PERIOD) COULD HAVE BEEN LONGER, FREQUENCY CONGESTION IS A BIG ISSUE |
| CONTROLLER WORKING MULTIPLE FREQUENCIES |
| NOTAMS SYSTEM IS INADEQUATE - ABBREVIATIONS AND DECIPHERINGS ARE IMPOSSIBLE AND WORTHLESS. NATIONAL WEATHER SYSTEM - CODES AND ABBREVIATIONS ARE VERY OFTEN NOT TO BE FOUND. |
| IS THERE SUFFICIENT NUMBER OF ATC. THERE SHOULD BE ONE STANDARD FOR PCA. |
| CREW REST AND DUTY TIME |
| FATIGUE ISSUES, AIRCRAFT STANDARDIZATION -DIFFERENT CONFIGURATIONS OF SAME PLANE |
| CONTROLLERS VERY OFTEN DO NOT LISTEN TO READBACK FROM PILOTS. |
| T-CAS ON ALL AIRCRAFT IN THE SYSTEM TO GIVE PRE-WARNING |

| D3A |
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| THE TRANSITION FROM THE EN ROUTE STRUCTURE TO THE ARRIVAL PHASE - IT'S A REAL PROBLEM NATIONWIDE REGARDING TRAFFIC SEPARATION ON ARRIVAL. ALMOST UNIVERSAL EVERYWHERE YOU GO. |
| FATIGUE AND OVERLOAD IN COCKPIT DUE TO EQUIPMENT AND ATC |
| CREWMEMBER FATIGUE |
| FATIGUE |
| FOLLOW TCAS ALERT TO AVOID COLLISION WITH ANOTHER AIRCRAFT. ALSO, HOW UNDERSTANDABLE IS A VERBAL ATIS. |
| CREW FATIGUE |
| CLEARANCES TO CROSS OR ENTER ACTIVE RUNWAY BY GROUND CONTROL IS UNACCEPTABLE AND SHOULD ONLY BE BY TOWER. |
| T-CAS SYSTEM |
| NUMBER OF FLIGHT HOURS RELATED TO SURVEY. PILOT'S TOTAL TIME MORE IMPORTANT THAN LAST [X] DAYS. |
| FREQUENCY CONGESTION IS PROBLEMATIC IN THE US VERSUS INTERNATIONAL ATC |
| TOO MANY AIRPLANES LANDING AT AIRPORTS. |
| AIRMAN DO NOT HAVE AN AVENUE TO REPORT SAFETY CONCERNS WITHOUT REPERCUSSIONS |
| GROUND OPERATIONS IN GENERAL, NOT JUST RUNWAY INCURSIONS |
| FLIGHT FATIGUE |
| ASK IF IT'S A 2 OR 3 MAN CREW FOR MONITORING PURPOSES. HOW MANY PILOT ERRORS WERE MADE WHEN INPUTTING DATA INTO THE FLIGHT MANAGEMENT SYSTEM. |
| PILOTS NEEDS MORE REST |
| WE NEED BETTER COMMUNICATION BETWEEN CENTERS IN BAD WEATHER AT ARRIVAL AIRPORTS |
| SECURITY AND CREW MEMBERS GOING THROUGH SECURITY |
| INADEQUATE AQT-ST TRAINING DUE TO MANIPULATION BY COMPANIES AS COST SAVING MEASURE. |
| CREW FATIGUE |
| USE OF ENGLISH IS DIFFICULT TO UNDERSTAND DUE TO LACK OF USE BY FOREIGN CONTROLLERS. |
| CONGESTION |
| DUTY TIME; REST PERIODS FOR PILOTS; THE AMOUNT OF FYLING WE CAN DO |
| FREQUENCY CONGESTION IN TERMINAL AREAS IS A BIG SAFETY CONCERN. |
| STANDARDIZATION OF RUNWAY AND TAXIWAY MARKINGS. |
| FLIGHT CREW TRAINING AND PROFICIENCY AND DEPENDENCE ON AUTOMATION ARE PROPLEMS THAT I WANT ADDRESSED. |
| ARMING THE COCKPIT, COCKPIT SECURITY, AIR MARSHALS ON PLANES |
| PASSENGER SCREENING ISSUES |

| D3A |
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| COMMUNICATION WITH ATC - BOTH PARTIES NEED TO BE RESPONSIBLE. IF CLEARANCE READ BACK, MAKE SURE IT IS RECEIVED CORRECTLY. |
| SHOULD BE MORE EMPHASIS ON SPEED STANDARDIZATION IN TERMINAL AREA IN COMPLIANCE WITH AIRCRAFT PROFILE VERSES ATC REQUIREMENTS. |
| CREWMEMBER COMPETENCY, FOR EXAMPLE, HAVE YOU FLOWN RECENTLY WITH ANYONE WHOSE COMPENTENCY WOULD AND/OR SHOULD BE QUESTIONED. |
| TRAFFIC SATURATION |
| CREW REST AND FATIGUE - NEED SLIDING DUTY TIME SCHEDULING TOWARDS REDUCTION OF HOURS. |
| TIMELY WEATHER INFORMATION ESPECIALLY IN THE SUMMER WITH THUNDERSTORMS |
| HOW HIGHER THAN NORMAL SPEED IS HANDLED ON APPROACH |
| TAIL WIND LANDINGS |
| WHY HASN'T THE MONEY BEEN SPENT FROM THE AVIATION TRUST FUND TO GO TOWARDS AVIATION SAFETY INSTEAD OF BALANCING THE BUDGET. |
| WE SHOULD HAVE POSITIVE BAG MATCH ON ALL FLIGHTS |
| HOW MANY T-CAS RELATED WARNINGS IN OTHER THAN CRUISE FLIGHT |
| LAND AND HOLD SHORT OPERATIONS WHICH RESULT IN A HIGHER CAPACITY OF TRAFFIC HANDLED |
| AIRCRAFT INSPECTION |
| TOO MANY UNIMPORTANT ITEMS DISCUSSED IN THE COCKPIT. |
| PILOT FATIGUE |
| FATIGUE |
| CREW FATIGUE QUESTIONS AND DUTY REST QUESTIONS, HIGH FREQUENCY NOISE EXPOSURE |
| CRM (CREW RESOURCE MANAGEMENT), ABILITY OF CREW MEMBERS TO ACT AS A GROUP AND COME UP WITH PROPER SAFETY RESULTS WHEN OPERATING IN AN UNSUAL SITUATION. |
| REGIONAL PLANES IN COMMERCIAL SPACE, TEMPORARY FLIGHT RESTRICTIONS |
| CREW REST AND BODY CLOCK ISSUES. OLDER YOU GET THE HARDER IT IS. DAY-NIGHT ISSUES. AGE AND RETIREMENT. OLDER YOU ARE THE HARDER IT IS ESPECIALLY INTERNATIONAL FLIGHTS. |
| ASK QUESTIONS ABOUT WHEN CREWMEMBERS WERE INTENTIONALLY DISTRACTED. |
| EXPEDITING CLIMBS TO AN ALTITUDE WITH TRAFFIC WITHIN 5 NAUTICAL MILES |
| SHOULD HAVE HAND HELD SURFACE TO AIR MISSILES AND HAVE FEDERAL OFFICERS ON INTERNATIONAL FLIGHTS. |
| AIRSPACE CONGESTION IF A PILOT SEES A TREND AMONG [AIRCRAFT TYPE A] TRAFFIC |
| FREQUENCY AND TRAFFIC CONGESTION AND ANTIQUATED FAA SYSTEMS AND REGULATIONS. |
| RADIO CONGESTION AND TRAFFIC |
| TCAS DEVIATION. FAA IS WAY BEHIND IN OVERSEEING AVIATION COMMUNITY IN GENERAL. |

| D3A |
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| RUNWAY INCURSIONS - PROBLEM WITH CONTROLLERS ADDING ADDITIONAL CONGESTION IN AN EFFORT TO MAKE MORE MONEY, ADD MORE QUESTIONS ABOUT CONGESTION ISSUES. |
| MISSED RADIO CALLS |
| SECURITY ISSUES, FOR EXAMPLE, THE WAY RELEASES ARE HANDLED, FEELS PROCEDURES ARE NOT FOLLOWED AS CLOSELY AS THEY SHOULD BE. |
| ASK ABOUT LAND AND HOLD OPERATIONS, TRAFFIC FROM INTERSECTING RUNWAYS |
| SLOPPY ADHERENCE OF THE FAA, OUT DATED. NASA IS MUCH MORE UPDATED. |
| FREQUENCY CONGESTION-THINK DIGITIZING MAY HELP |
| FOCUS MORE ON SECURITY |

| D5A |
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| SHOULD EXPAND THE RECALL THE TIME PERIOD FROM [X] DAYS |
| WANTS A COPY OF SURVEY |
| EXCELLENT QUESTIONS. MORE INTERACTING SURVEY FOR CREWMEMBERS NEEDED. THANK YOU VERY MUCH. |
| I THINK THE SURVEY QUESTIONS ARE GOOD BUT THE TIMEFRAME SHOULD BE LONGER THAN [X] DAYS. |
| RESPONDENT SAID DO SURVEY ON INTERNET OR WHEN SENDING LETTER BE MORE SPECIFIC ABOUT THE SURVEY SO THEY DON'T THINK THIS IS JUNK MAIL. |
| FAA IS NOT DOING ITS JOB EFFECTIVELY |
| VERY GOOD |
| GREAT |
| NEED TO INVESTIGATE SLEEPING IN THE COCKPIT |
| MAYBE USE INTERNET SURVEY SOMETIME |
| PILOT'S POSITION IS CALLED "HOT STAND BY" MEANING STANDING BY IN CASE HE'S NEEDED, AND MOST OF THE TIME HIS FLYING TIME IS LIMITED. HE FEELS [X]-DAY PERIOD LIMITS HIM FROM GIVING ANY REAL INPUT TO SURVEY. |
| THE INTERNET WOULD BE BETTER TO HANDLE THESE INTERVIEWS. WE'RE GYPSIES AT HEART AND NOT EASY TO GET IN TOUCH WITH. |
| YOU WILL NOT GET THE ANSWERS YOU NEED USING THE SHORT TIME FRAMES OF THIS STUDY. YOU NEED TO TALK TO RETIREES IF YOU WANT THE TRUTH. |
| THIS IS THE 2ND OR 3RD NASA SURVEY I'VE DONE-ALL VERY CONSISTENT, CONCISE & THOROUGH |
| HAVE THE PILOT'S MORE PREPARED ABOUT THE SURVEY. MAYBE LET THEM KNOW ABOUT QUESTIONS. |
| DON'T NEED TO REPEAT [X] DAY RECALL PERIOD |
| THE SURVEY SHOULD GO BACK FURTHER THAN THE LAST [X] DAYS. |
| THE WEATHER RELATED QUESTIONS SHOULD BE ASKED SEASONALLY |
| MAY BE EASIER TO DO STUDY ON INTERNET |
| NEED TO BE MEASURED BY MORE TIME |
| ACTUALLY, WHATEVER HAPPENED TO THE NASA SLEEP STUDY? I'VE BEEN AN [occupation] & HAVE NEVER BEEN ABLE TO FIND THE RESULTS |
| SUGGEST HAVING NASA TECHNICAL PEOPLE ASSIST THE SURVEYORS |
| DOES NOT ADDRESS FATIGUE, A BIG ISSUE. |
| SHOULD ASK ABOUT FATIGUE |