

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
4	0						0	1	0
4	0						0	1	0
4	0						0	0	0
4	0						0	1	0
4	1						1	1	0
5	1	GC5B					0	1	0
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4	0						0	1	0
4	0						0	1	0
4	1	GAH15					1	1	0
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5	0						0	1	0
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5	0						0	1	0
3	1						1	1	1
4	0						0	1	1
5	0						1	1	1
5	0						0	1	0
5	0						0	1	0
4	0						0	1	0
5	1	GC15					0	1	1
4	0						1	1	0
5	0						0	1	1
4	0						0	1	0
4	0						0	1	0
5	1						0	1	0
5	1						1	1	0
5	0						0	1	0
5	0						1	1	0
3	1						1	1	1
4	0						0	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
5	0						1	1	1
5	0						1	1	1
3	0						0	1	1
5	1						1	1	0
4	0						0	1	0
5	0						0	1	0
4	0						1	1	0
5	0						0	1	0
5	0						0	1	0
4	0						0	1	0
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5	0						1	1	0
	0						0	1	0
4	0						0	1	0
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4	0						1	1	0
5	0						0	1	1
5	0						1	1	0
4	0						0	1	0
4	0						0	1	0
4	0						0	0	0
5	0						1	1	1
5	0						0	1	0
5	1	GAT4					0	1	0
5	0						0	1	0
4	0						0	1	1
5	0						1	1	0
5	0						1	1	0
5	0						1	1	1
4	0						1	1	0
4	0						0	1	0
5	0						0	1	0
5	0						0	1	0
4	0						1	1	0
5	0						1	1	1
4	0						0	1	0
4	0						0	1	0
5	0						1	1	0
4	1						0	1	1
5	0						0	1	0
4	1						1	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
4	0						1	1	0
4	0						1	1	1
4	1	GC15A					1	1	1
5	0						1	1	0
5	0						1	1	0
5	0						0	1	1
4	0						0	1	0
5	0						1	1	0
4	0						0	1	0
5	0						1	1	0
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5	0						0	1	0
4	1						0	1	1
4	1						1	1	1
5	1						0	1	1
4	0						1	0	0
4	0						1	1	1
5	0						0	1	1
5	0						0	1	0
3	0						0	1	0
5	0						1	1	0
4	0						1	1	1
4	0						1	1	0
5	0						1	1	0
5	0						0	1	0
5	0						1	1	0
5	1	GWE1					1	1	0
5	0						0	1	0
4	0						0	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
5	0						0	1	0
5	0						0	1	0
4	0						0	1	0
4	0						0	1	0
4	0						0	1	0
4	0						0	1	0
5	0						0	1	0
4	0						0	1	0
4	0						1	1	1
3	0						0	1	1
4	0						1	1	0
5	0						1	1	0
5	0						0	1	0
5	1						0	1	1
5	0						0	1	0
5	0						1	1	0
4	0						0	0	0
4	0						0	1	1
4	0						1	1	1
4	0						1	1	0
5	0						0	1	0
5	1						1	1	1
4	0						0	1	0
5	0						1	1	1
5	0						1	0	0
3	0						0	1	0
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4	0						0	1	1
5	0						1	0	0
3	0						1	1	1
4	0						0	1	1
5	1						1	1	0
5	0						0	1	1
4	0						1	1	0
4	0						0	1	0
4	1						0	1	0
4	0						0	1	1
4	0						0	1	0
5	0						0	1	0
4	1	GAC2	GAH2				1	1	0
4	0						1	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
4	0						0	1	0
5	1						0	1	1
4	0						1	1	1
5	0						1	1	0
5	0						1	1	1
3	0						1	1	0
5	0						0	1	0
5	0						1	1	1
4	1						1	1	0
4	0						0	1	1
5	1						1	1	0
5	0						1	1	0
5	0						1	1	0
5	1						0	1	1
4	0						1	1	0
4	0						1	1	0
5	0						1	1	1
4	1	GAH11-H					0	1	0
4	0						0	1	0
3	0						0	1	0
3	1	GC5A					1	1	1
5	0						0	0	0
5	0						1	1	0
5	1						0	1	0
5	1		GGE3				0	1	0
5	0						1	1	0
5	0						1	1	0
4	0						0	1	1
4	0						0	1	0
5	0						1	1	0
5	1						1	1	1
5	0						1	1	1
5	0						0	1	0
5	0						1	1	0
5	0						0	1	0
4	0						1	1	0
4	0						0	1	0
4	1						1	1	0
4	1						1	1	1
4	0						1	1	1
4	0						0	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
3	0						1	1	0
4	1						0	1	0
5	0						0	1	0
5	0						0	0	0
5	0						0	1	1
5	0						0	1	0
4	0						0	1	0
3	0						0	0	0
5	0						0	1	0
5	0						1	1	0
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5	0						1	1	1
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4	0						0	1	0
4	0						1	1	0
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5	0						0	1	0
3	1						0	1	0
5	1						1	1	0
4	0						0	1	0
5	0						0	1	0
4	0						0	0	0
5	0						1	0	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
4	0						0	1	1
5	0						1	1	0
5	0						1	1	0
5	0						1	1	0
5	0						0	1	0
4	0						1	1	0
5	0						0	0	0
5	0						0	1	0
5	1						0	1	1
4	1	GAH15					1	1	0
4	0						0	1	0
4	0						0	1	0
5	0						1	1	0
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4	0						1	1	0
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5	0						1	1	0
4	1						1	1	1
5	0						0	1	0
4	1						1	1	0
4	0						1	1	0
5	0						0	1	0
5	1						0	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
4	1	GC15					1	1	0
5	0						0	1	0
5	0						0	1	0
4	0						0	1	0
4	0						0	1	0
4	0							1	0
5	0						0	0	0
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3	0						1	1	0
5	0						0	1	0
5	0						1	1	0
5	0						0	1	1
5	1						1	1	0
5	1						1	1	0
5	1	GC5A					0	0	0
4	1						1	1	1
5	0						1	1	0
5	1	CC5A					1	0	0
4	0						0	1	0
5	0						0	1	0
5	0						1	1	0
3	0						0	1	0
5	0						0	1	0
5	0						1	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
4	0						0	1	1
4	0						0	1	0
4	0						1	1	0
5	0						0	1	0
									0
5	0						1	1	0
5	0						0	1	0
4	0						0	1	0
3	0						0	1	0
4	0						0	0	0
5	1	GWE1					1	1	0
4	1						1	1	1
5	0						0	1	0
4	0						1	1	0
4	0						0	0	0
4	1						1	1	1
5	0						1	1	0
5	1	GA13					1	1	0
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4	0						0	1	0
5	0						1	1	0
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4	0						0	1	0
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5	0						0	1	0
5	0						0	1	0
5	0						1	1	0
5	0						0	1	0
4	0						0	1	0
4	0						0	1	0
5	1						0	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
5	0						1	1	0
3	0						0	1	1
5	0						0	1	1
4	1						0	1	0
4	0						0	1	0
5	0						1	1	0
5	0						1	1	0
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5	0						0	1	1
4	0						0	0	1
4	0						1	1	0
4	1	C16A	GER8A				0	1	0
5	0						0	1	0
4	0						1	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
4	0						1	1	0
5	0						1	1	0
5	0						1	1	1
4	0						1	1	0
4	0						0	1	0
5	0						0	0	0
4	0						0	1	0
3	0						1	1	0
5	0						0	1	0
5	0						1	1	0
5	0						0	1	0
4	1						0	1	0
5	0						1		
4	1						1	1	0
4	0						1	1	0
3	0						1	1	0
3	1	GC10	GC3				1	1	0
4	0						0	1	0
4	0						1	1	0
4	0						1	1	0
4	0						0	1	0
5	0						0	1	0
4	0						1	1	0
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4	0						0	1	0
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4	1						1	1	0
5	0						1	1	0
4	1						1	0	1
4	0						0	1	0
5	1	GAT3					1	1	0
5	0						1	1	0
4	0						0	1	0
4	0						0	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
5	0						0	1	1
5	1						0	1	0
4	0						0	1	0
5	0						0	1	0
5	0						0	0	0
5	0						0	0	0
4	0						0	0	0
4	1						1	1	1
5	0						0	1	0
5	0						1	1	0
4	0						1	1	0
4	0						0	1	0
5	1						1	1	1
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5	1						1	1	0
4	1						1	1	1
5	0						1	1	1
4	0						1	1	0
5	0						0	1	0

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GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
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4	1	GC18					0	1	1
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4	0						0	1	0
4	0						0	1	0
5	0						0	1	0
5	0						0	1	0
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5	0						1	1	0
3	0						1	1	0
4	1						1	1	1
4	0						0	1	1
4	0						0	1	0
4	0						1	1	1
5	0						0	1	0
4	0						0	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
4	1						0	1	0
5	0						0	1	0
5	0						0	1	0
4	0						1	1	1
5	1						1	0	0
4	0						0	1	0
4	0						1	1	1
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5	0						1	0	1
4	0						0	1	1
4	0						1	0	0
4	0						0	1	0
5	0						0	1	0
4	0						0	1	1
4	0						0	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
5	0						1	1	1
4	0						1	1	1
5	0						0	1	0
5	0						1	1	0
3	0						1	1	0
5	0						0	1	0
3	0						0	1	0
4	0						0	0	0
4	0						0	1	0
4	0						0	1	0
4	0						1	1	0
4	0						1	1	0
4	0						0	1	0
5	0						0	1	1
4	1						0	1	0
5	0						1	1	0
4	0						1	1	0
4	0						0	1	0
4	1	GC12					0	1	0
4	0						0	1	0
3	1						0	1	0
5	0						0	1	0
4	0						0	1	0
5	0						0	1	0
4	0						1	1	0
5	1						0	0	0
5	0						1	1	1
5	0						1	1	0
5	0						0	1	0
3	0						1	1	0
4	0						0	1	0
5	0						0	1	0
3	0						0	1	0
5	0						0	0	1
4	0						0	1	0
4	0						1	1	0
5	0						0	1	0
4	0						1	1	1
5	0						0	1	1
5	1						0	1	0
4	0						1	1	0
5	0						1	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
5	0						0	1	0
4	0						1	1	0
4	0						1	1	0
5	0						0	1	0
5	0						0	1	1
5	0						0	1	0
5	0						1	0	0
5	0						0	1	0
5	0						1	1	0
4	0						0	1	0
5	0						0	1	0
5	0						0	1	0
5	0						0	1	0
4	0						1	1	0
4	0						0	1	0
4	0						1	1	1
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5	0						0	1	0
4	0						0	1	0
4	0						0	1	0
4	0						0	1	0
5	0						1	1	0
3	1						0	1	1
5	0						0	1	0
4	0						0	1	0

NAOMS General Aviation Section D (Rotorcraft) - Final Numeric

GAD1	GAD2	GAD2AQ	GAD2BQ	GAD2CQ	GAD2DQ	GAD2EQ	GAD3	GAD4	GAD5
5	0						0	1	0
5	0						0	1	0
5	0						1	1	0
4	0						0	1	0
4	0						1	1	0
4	0						0	0	1
4	0						1	1	1
5	0						0	0	0
4	0						1	1	0
4	0						0	1	0
4	0						1	1	0
3	0						1	1	1
5	0						1	1	0
4	0						1	1	1
5	0						0	1	0
4	1	GC5B					1	1	0
4	1						1	1	0
4	0						1	1	0
4	0						1	1	0
5	0						0	1	0
5	0						1	1	1
4	0						1	1	0
4	0						0	1	0
4	0						1	1	0
4	0						0	1	0
4	0						0	1	0
4	0						1	1	1
4	0						0	1	0
5	0						0	1	0

<b>GD2A</b>
FOR THE HELICOPTER TRANSPORT SAFETY ISSUES, BY NOT INCLUDING PT. 133 EXTERNAL LIFT, THEY ARE EXCLUDING PROBABLY 90% OF THE TOTAL HELICOPTER FLYING TIME IN THIS COUNTRY. NOT KNOWING EXACTLY WHAT YOU'RE LOOKING FOR IN THIS INTERVIEW, HE THINKS YOU'RE OVERLOOKING A LOT OF SAFETY ISSUES BY NOT LOOKING AT PART 133.
CONFUSION BETWEEN HELICOPTER AND FIXED WING; QUESTIONS ABOUT HELICOPTER INSTRUMENT FLIGHT FOR NON-INSTRUMENT PILOT; LACK OF COMPLETE LISTING OF FIXED WING AIRCRAFT
DURATION OF 60 DAYS TOO SHORT FOR QUESTIONS ASKED. ADDITIONAL WEATHER IN IMC YOU ARE ALWAYS LOOKING. FOR RESPONDENT FLIES (AIRCRAFT X).
WAS A TELEPHONE OR RADIO CONTROL TOWER INCLUSIVE IN THE QUESTION ABOUT GROUND OBSTRUCTION OR NOT?
QUESTION ABOUT THE PRE-RECORDED WEATHER. THE ATIS 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 INTENTIONAL BUT HE DOESN'T KNOW IF THAT'S WHAT THEY WERE WANTING FROM THE QUESTION.
THE QUESTION ABOUT VFR WEATHER MINIMUMS, DID NOT SPECIFY NIGHT OR DAY.
WING LEVELERS ARE POORLY WORDED, VISIBILITY DURING THE APPROACH; CLEARANCE WAS FILED WITH ATC WHILE IN ROUTE; REASON FOR GOING IMC - NOT WORDED VERY WELL
DIFFERENTIATING BETWEEN FAR PART 91 BETWEEN FAR PART 61.
GC15 - ASKED HOW MANY WERE FILED. IN ACTUALITY, ONE CAN FLY BUT NOT ACTIVATE IT.
CLARIFY DIFFERENCE BETWEEN FIXED WING AND HELICOPTER QUESTIONS
DURING THE LAST 60 DAYS DID YOU FILE AN IFR FLIGHT PLAN, DID YOU FLY AN INSTRUMENT APPROACH TO LAND IN IMC.
I CAN'T REMEMBER WHAT THEY ARE NOW.
VFR QUESTION WAS CONFUSING BECAUSE OF DIFFERENT TYPES OF AIRSPACE ONE FLIES IN. QUESTION NEEDS TO BE CLARIFIED.
USING THE WORD AIRCRAFT WHEN THEY MEAN HELICOPTER ONLY. QUESTIONS APPEARED TO BE GENERATED BY SOMEONE WITH LIMITED HELICOPTER EXPERIENCE.
RESPONDENT SAID THE QUESTION ABOUT WEATHER MINIMUMS BELOW FAA.
NATURE OF MY FLYING IS A LITTLE OUT-OF THE ORDINARY
THE LAST ONE I ASKED ABOUT LANDING IN IMC CONDITIONS. THE OTHER WAS WHEN I DID HAD A HEADSET ON WHEN I MISSED INFORMATION.

NAOMS General Aviation Section D (Rotorcraft) - Final GAD2A

<b>GD2A</b>
GA13, GA12, GER7A, GER98 - THE OPTIONS DID NOT ALLOW RESPONDENT PILOT TO SELECT THE AIRCRAFT THAT HE HAD ACTUALLY FLOWN - IT WAS NOT AVAILABLE AS AN OPTION. HE ACTUALLY FLIES AN (AIRCRAFT X).
QUESTION RELATED TO ENGINE FAILURE DID NOT COVER SITUATION INVOLVING A COMPRESSOR STALL ON A TURBINE ENGINE.
POORLY WORDED AND CONFUSING BECAUSE OF MULTIPLY TYPES OF FLYING; HOW WEATHER IS CHECKED; NOT ALWAYS IS THERE A YES OR NO ANSWER; THERE ARE MULTIPLE WAYS OF ANSWERING THE QUESTIONS; WEATHER RELATED PROBLEMS WHEN YOU HAD TO DEVIATE.
WATER IN THE FUEL QUESTION: DID NOT ASK IF WATER WAS FOUND IN THE FUEL ALONE-THEY ONLY ASKED IF WATER WAS FOUND IN THE FUEL AND YOU ATTEMPTED TO FLY.
SOME OF THE QUESTIONS WERE FOR AIRPLANE PILOTS. FOR INSTANCE, THE ONES ABOUT WAKE TURBULENCE AT 300 FEET. THERE WERE 3 OR 4 OTHERS.
SOME OF THE QUESTIONS WOULD APPLY TO SOME OTHER AIRCRAFT BUT THE QUESTIONS WERE MADE TO FIT ALL TYPES OF FLYING AND THAT IS NOT ALWAYS THE CASE.
LOW RPM SITUATION. WE TEACH THEM TO RECOVER FROM THEM.
LACK ACCURATE WEATHER INFORMATION QUESTION
UNDER AIRCRAFT CATEGORIES, NOT COMPLETE. ESPECIALLY MILITARY SURPLUS AIRCRAFT.
MAKE A NOTE OF THIS QUESTION AT THE BEGINNING OF THE SURVEY AND NOT AT THE END. ALSO, SPECIFICALLY THE QUESTION ABOUT WEATHER PROVIDING WHETHER IT WAS COMMERCIAL OR COMPANY PROVIDED. IF A COMPANY BUYS OR PURCHASES INFORMATION FROM A COMMERCIAL WEATHER PROVIDER WOULD THIS BE COMMERCIAL OR COMPANY PROVIDED WEATHER.
SOME WERE POORLY WORDED FOR HELICOPTERS, CANNOT THINK OF SPECIFIC EXAMPLES.
THE WEATHER QUESTION: AFTER ANSWERING IT APPEARS THEY WERE LOOKING FOR ONE SOURCE PER FLIGHT. I USE SEVERAL SOURCES.
THE QUESTIONS DIDN'T REALLY APPLY, A LOT WAS LEFT OUT AS FAR AS QUESTIONS GO, SO MANY TAKE OFFS AND LANDINGS, NATURAL RESOURCES JOB, I UNDERSTAND THAT THE SURVEY IS A BROAD, I UNDERSTAND WHAT YOU'RE TRYING TO ACCOMPLISH
CANNOT REMEMBER.
TERMINOLOGY FOR CIVIL USE FLIGHTS FOR PUBLIC USE WAS NOT CLEAR.
QUESTION IFR FILING IN IMC. RESPONDENT FILED THREE FILINGS IN FLIGHT. ONLY ONE FILED PRE-FLIGHT.

<b>GD2A</b>
THE QUESTIONS ABOUT THE LAPSE OF TIME BETWEEN THE WEATHER BRIEFING AND TAKE OFF WAS POORLY WORDED, NOT THE READER'S FAULT!
THE ONES I HAD TROUBLE WITH WERE IMPROPERLY WORDED.
QUESTION CONCERNING CARRYING PATIENTS, IF THEY WERE PAYING PASSENGERS NEEDED TO BE WORDED DIFFERENTLY.
WEATHER EQUIPMENT QUESTION WITH REGARD TO HELICOPTERS IS REALLY NOT ACCURATE
SOME WERE NOT VERY CLEAR. I REMEMBER THINKING, "THIS COULD HAVE DIFFERENT INTERPRETATIONS."
SOME OF THE QUESTIONS WERE WORDED IN A WAY IT BECAME CONFUSING ON WHAT WAS NEEDED
SURVEY SHOULD BE DONE SEPARATELY FROM FIXED WING AND HELICOPTER PILOTS.
THE QUESTION WHERE YOU ASK IF I'D INADVERTENTLY FLOWN INTO IMC CONDITIONS.
IN REFERENCE TO QUESTION GC5B: WEATHER CONDITIONS RELATIVE TO MINIMUMS ARE SUBJECT TO THE MISSION REQUIREMENT (I.E., PUBLIC SAFETY, RESCUE).
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.
REPLICATED QUESTION ABOUT NUMBER OF FLIGHTS UNDER I.F.R. FLIGHT PLAN.
THERE ARE NO MINIMUMS FOR VFR ON A HELICOPTER, THIS ONLY APPLIES TO AIRPLANES. GAT3 GAT2 GAT5 GC1A2 ARE QUESTIONS THAT REFER TO AIRPLANES
WEATHER BRIEFING UNCLEAR AS TO LAST FLIGHT OR EARLIER FLIGHTS.
THE QUESTION ABOUT VISUAL CONDITIONS. IFR COULD BE WORDED BETTER SUCH AS WHETHER YOU ARE OPERATING IN VISUAL CONDITIONS OR YOU ARE ON AN IFR FLIGHT PLAN BUT THE WEATHER IS VISUAL.
THE QUESTION ABOUT EN ROUTE OR TERMINAL AREA. QUESTION WAS ABOUT MISSING A CALL BECAUSE AIR TRAFFIC RADIO WAS TOO CONGESTED. PILOT FELT HE COULD BE EN ROUTE AND IN THE TERMINAL AREA, THUS THOUGHT HE SHOULD BE ABLE TO CHECK BOTH, YET COMPUTER PROGRAM DID NOT ALLOW FOR THIS.
AIRPLANE, FUSELAGE, DERIVED FROM AIRPLANE STYLE SURVEY
IS THAT BASIC INSTRUMENTS OR I.F.R RATING INSTRUMENTS
QUESTION ON PERFORMING EVASIVE ACTION WHILE SOMEONE NEVER CLOSER THAN 500 FEET...IT'S A HELICOPTER...THIS CAN HAPPEN FREQUENTLY.
CONFUSING, VERY, EXTREMELY QUESTIONS

NAOMS General Aviation Section D (Rotorcraft) - Final GAD2A

<b>GD2A</b>
A LOT OF THESE QUESTIONS WERE NOT PROPER QUESTIONS FOR HELICOPTER PILOTS. ONE OF THE PROBLEMS IS MOST BRIEFERS AND CONTROLLERS DO NOT KNOW THE RULES OF HELICOPTER OPERATIONS. NO. ONE PROBLEM IS NO MARKERS FOR TOWERS AND WIRERS. MOST ACCIDENTS OCCUR BECAUSE OF UNMARKED WIRES. TOO INTERESTED IN NO TAMS ARE MUTE. THUNDERSTORMS ARE LETHAL. THE NOTAMS, ARE TOO GENERAL AND ARE NOT SPECIFIC. THEY ARE LEGAL ASSISTANTS AND NOT GIVING WEATHER ACCURATELY AND COMPREHENSIVELY.
WORK I DO DOES NOT RELATE TO SOME OF THE QUESTIONS, JUST DO NOT RELATE TO MY WORK AT ALL
WORSENING WEATHER CONDITIONS RESULT IN YOU GOING TO AN ALTERNATIVE LANDING SITE.
MOST QUESTIONS REFER TO LIGHT AIRPLANES WHICH THE RESPONDENT DOESN'T FLY.
TERMINAL CONTROL AREA--OUTER BOUNDARY OR THE INNER BOUNDARIES, NEED TO BE MORE SPECIFIC. THESE QUESTIONS NEED TO BE ADDRESSED AND CLARIFIED. UPSIDE DOWN WEDDING CAKE, IF YOU ARE LOW, YOU CAN BE UNDERNEATH IT AND STILL BE IN IT.
FAR 135 CONTRACTED GOVERNMENT AIRCRAFT USED AS PUBLIC SECTOR AIRCRAFT
WEATHER MINIMUMS WAS CONFUSING
SOME QUESTIONS ARE PRETTY VAGUE.
SOME QUESTIONS GAVE INSUFFICIENT INFORMATION TO ANSWER THEM CORRECTLY. FOR EXAMPLE, GC16A & GC16B, WOULD DEPEND ON KNOWING IF ASKING ABOUT TAKE-OFF AND LANDING MINIMUMS.
OTHER USES FOR THE HELICOPTER FLIGHTS
I'D SAY THEY WERE NOT APPLICABLE.
WILL NOT FLY IN BAD WEATHER NOT ENOUGH CHOICES ON CEILING HEIGHT
MOST OF THE QUESTIONS ARE TOTALLY IRRELEVANT TO 80% OF THE HELICOPTER PILOTS, SINCE YOU WERE ASKING ABOUT THE LAST 60 DAYS. MOST OF THE QUESTIONS RELATE TO CORPORATE PILOTS, MULTIPLE INSTRUMENT USE AND INSTRUMENT APPROACHES
AWOS IS A PROBLEM
SOME QUESTION POORLY WORDED AS FAR CARGO AREA QUESTION ABOUT FIRE
SOME OF THE QUESTIONS WERE SOMEWHAT AMBIGUOUS FOR HELICOPTER FLYING. FOR OFFSHORE WE ARE OUTSIDE THE SYSTEM IN SOME WAYS. WHEN WE GET TO LAND WE HAVE TO TRANSFER BACK INTO THEIR ENVIRONMENT.
THE ONE WITH INSTRUMENT TRAINING
ABOUT PRIVATE HELICOPTER USED IN GOVERNMENT SECTOR
VERY FIXED WING ORIENTED QUESTIONS

<b>GD2A</b>
MILES OF VISIBILITY, DOES NOT GIVE YOU AIRSPACE. UNCONTROLLED OR CONTROLLED AIRSPACE?
QUESTION GC5A NOT SPECIFIC ENOUGH, THUS MAKING IT HARD TO ANSWER.
HORIZON MAY NOT BE VISIBLE ON A DARK NIGHT, EVEN THOUGH CLEAR WEATHER.
CAN'T REMEMBER
IF YOU'RE GOING TO SURVEY 500 HELICOPTER PILOTS, KEEP IT HELICOPTER RELATED.
MOSTLY COMPLEXITY BECAUSE OF FLIGHT EXPERIENCE
WHEN TURN ENGINES OFF ALWAYS EXPERIENCE LOW ROTOR RPM QUESTION GAH11-H
LANDING IN IMC WAS A CONFUSING. QUESTIONS ABOUT ATC COMMUNICATIONS DID NOT ASK OTHER REASONS, TODAY FOR EXAMPLE THE CONTROLLER DID NOT RESPOND BECAUSE HE WAS ON THE WRONG FREQUENCY, CONTROLLER GAVE WRONG FREQUENCY, SECOND CONTROLLER KNEW NOTHING ABOUT THE NEW FREQUENCY
QUESTIONS NOT SPECIFIC TO GEOGRAPHIC AREAS AND PREVALENT WEATHER CONDITIONS NEED TO BE MORE SPECIFIC IN AND NOT SO GENERIC TO FLYING. NEED TO CONSIDER SEASONAL RESPONSES TO QUESTIONS.
THERE WERE A COUPLE THAT NEED CLARIFICATION ALTHOUGH I CAN'T BE SPECIFIC NOW.
THE QUESTION ABOUT HAVING ACCURATE WEATHER INFORMATION DURING FLIGHT . I AM NOT QUITE SURE OF WHAT IS GOING ON THERE
AS A PROFESSIONAL PILOT, A REGULAR PILOT WOULD NEVER ADMIT TO VIOLATING A FAR. ALSO THE EMERGENCY PROCEDURE QUESTIONS WERE AMBIGUOUS - TO ELABORATE ON THAT, VERY SELDOM DO HELICOPTER PILOTS LOSE TAIL ROTOR EFFECTIVENESS.
A LOT OF IT DIDN'T APPLY TO ME BECAUSE OF THE SITUATION I FLY IN.
MOSTLY NOT APPLICABLE TO ME; GA13: EXPERIMENTAL (AIRCRAFT X) WAS NOT AN OPTION - HAD TO SELECT A CLOSE-TO AIRPLANE TO CONTINUE.
NOISE IN THE COCKPIT QUESTIONS, BETTER CHOICES WOULD BE IF ONE OF THE QUESTIONS IS IF I'M MONITORING OTHER RADIO FREQUENCIES, AND THE IFR CEILING IN THE MOST CONSERVATIVE REQUIREMENTS
THE QUESTION ABOUT MILES OF VISIBILITY DID NOT DISTINGUISH BETWEEN NIGHT AND DAY. I ANSWERED FOR DAY. NEEDS TO SAY NIGHT OR DAY.
SOME OF IT WAS SLIGHTLY AMBIGUOUS, BUT AFTER CLARIFICATION, IT WAS OKAY.
2 OF THE QUESTIONS WERE AMBIGUOUS. NON SPECIFIC. THE QUESTION ABOUT FLYING WITHIN 500 FEET OF ANOTHER AIRCRAFT NEEDS TO BE REWORDED. NEEDS TO ASK INADVERTENT OR INTENTIONAL.

NAOMS General Aviation Section D (Rotorcraft) - Final GAD2A

<b>GD2A</b>
GC151 AND GC20A
WEATHER SERVICE BRIEFING AS TO WHICH TYPE WAS USED
PART 91 VS 135. 135 OPERATORS CAN OPERATE UNDER 91 CONDITIONS AT TIMES. ALSO, QUESTION REFERRING TO IFR MINIMUMS -THEY CAN VARY ACCORDING TO AIRSPACE & ALTITUDES, NOT ABSOLUTE.
NOT REALLY.
REGARDING TRANSMISSION RELATED MALFUNCTIONS: WAS THIS TEMPERATURE, PRESSURE OR CHIP-DETECTOR RELATED?
THERE WERE A COUPLE WHERE I WASN'T SURE WHAT WAS BEING ASKED. BUT ACTUALLY, I THOUGHT IT WAS PRETTY GOOD.
THE DIFFERENCE BETWEEN A HELICOPTER AND AN AIRPLANE WAS.
VFR OPERATIONS DON'T HAVE ANY TO WITH ATC OPERATIONS
SOUNDS LIKE A NON AVIATION PERSON WROTE THESE QUESTIONS
GC8- INADVERTENT OR INTENTIONAL WAS CONFUSING
SOME OF THE FORMAT COULD CHANGE; BIRD STRIKES QUESTION RE WORDED TO WHETHER YOU HAVE AVOIDED HITTING A BIRD; A LOT OF THE QUESTIONS ARE NOT APPLICABLE; MORE OF THE QUESTIONS SHOULD STRETCH OVER A LONGER PERIOD THAN 60 DAY; AND DEPENDING ON THE SEASON, QUESTIONS SHOULD APPLY TO THAT PERIOD.
WEATHER MINIMUMS WAS CONFUSING. MINIMUMS FOR IFR FLIGHTS THEY HAVE FOR LANDING AND DEPARTURES. RESPONDENT CAN TAKE OFF AT 0/0.
QUESTION ABOUT THE NATURAL HORIZON SHOULD BE REPHRASED, ARE WEATHER CONDITIONS DIFFERENT WHILE EN ROUTE AS PER BRIEFED
SOME QUESTIONS ARE LIMITING. THE QUESTION ABOUT DIVERTING TO ANOTHER LANDING SITE. I HAD TO DIVERT MY ROUTE.
SOME ABBREVIATIONS NOT UNDERSTANDABLE.
QUESTIONS ARE MORE RELATED TO FIXED WINGS THAN HELICOPTER.

<b>GAD2B</b>
WAS NOT GIVEN ABILITY TO CHOOSE BOTH HELICOPTERS FOR DOOR LOCK PROBLEM.
QUESTIONS REGARDING NIGHTTIME FLYING THE 60 HOUR WINDOW IS LIMITING. WINTER FLYING WOULD GENERATE DIFFERENT ANSWERS.
HELICOPTER MAKES, NOT ALL INCLUDED. HAD TO CHOOSE THE (AIRCRAFT X), IN PLACE OF (AIRCRAFT X) AND HAD TO CHOOSE THE (AIRCRAFT X) FOR THE (AIRCRAFT X).
QUESTION ON ACCEPTING ATC CLEARANCE THE HELICOPTER COULD NOT COMPLY WITH...IT WOULD BE UTTERLY FOOLISH TO ACCEPT SUCH A CLEARANCE.
RESPONDENT STATED WE CAUGHT HIM AT TIME WHEN HE BASICALLY ADVERSE WEATHER CONDITIONS. IF SURVEY DONE IN WINTER, RESULTS ON WEATHER RELATED EVENTS WOULD HAVE BEEN MUCH DIFFERENT. IN RESPONDENT'S CASE THE RESULTS WOULD HAVE BEEN DIFFERENT.
QUESTION ABOUT UNPLANNED ABORTED TAKEOFF. DID NOT UNDERSTAND PART ABOUT UNPLANNED.
STATE OR STATES THAT YOU PRIMARILY FLY OUT OF .
BECAUSE THE QUESTIONS FOCUSED ON THE LAST 60 DAYS A LOT OF THE QUESTIONS THAT I RESPONDED NO TO COULD HAVE BEEN YES, IF THE QUESTIONS WERE RELATED TO WHEN IMC CONDITIONS OCCUR WHICH IS IN THE SPRING FALL AND WINTER.
THE (AIRCRAFT X) HELICOPTER IS A (AIRCRAFT X).
NOT THE LAST 60 DAYS INSTEAD USE 6 MONTH

<b>GAD2C</b>
<b>NO DATA</b>

<b>GAD2D</b>
<b>NO DATA</b>

<b>GAD2E</b>
<b>NO DATA</b>

<b>GAD3A</b>
CROP DUSTER EVERY NEAR MISS HAS BEEN WITH THEM WITHIN 100 FT.
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 X) IS THAT WE DO NOT HAVE A CLOSED CABIN. THERE ARE MA
DEEP WATER IFR OPERATIONS; ATC PROGRAM FAULTED BECAUSE OF NO ATC CLEARANCE IN DEEP WATER; HAVE TO GO THROUGH OWN COMPANY DISPATCH TO RELAY MESSAGES; IFR AND ATC COMMUNICATIONS NOT GOOD.
HOW HELICOPTERS ARE HANDLED IN RELATION TO PLANES
PILOT FATIGUE, EXTEND RADAR COVERAGE OFF SHORE OF (LOCATION X); POSITIVE CONTROL IN THESE AREAS.
USE OF RADIOS IN UNCONTROLLED AIRPORTS.
THE GOVERNMENT NEEDS TO ENCOURAGE COMPANIES TO BEGIN TRAINING YOUNGER PILOTS FOR FIRE FIGHTING TASKS WITH ACTUAL ON SITE TRAINING IN THE COCKPIT IN REAL TIME CONDITIONS.
LIGHTED AND UNLIGHTED ANTENNAS, PILOT FATIGUE, UNDUE INFLUENCE TO CONTINUE A FLIGHT, ERGONOMIC AND TECHNOLOGICAL INTERFACE WITH COMPUTERIZED FLIGHT MANAGEMENT SYSTEMS, GLOBAL POSITIONING SYSTEMS ARE NOT USER FRIENDLY. FOR NIGHT OPERATION, USE OF NIGHT VI
INTERACTION BETWEEN AVIATION PILOTS AND STUDENT PILOTS
BETTER RADIO COVERAGE WITH (AIRPORT X) CENTER WITH OFF SHORE FLIGHTS. IF FAA CAN, ENCOURAGE MORE HELICOPTER REFUELING SITES OFF SHORE. MORE ALUMINOUS HELIPORT LIGHTS FOR NIGHT LANDING. HARD TO SEE WITHOUT GETTING VERY CLOSE. LIGHTS ON PLATFORM WHITEOUT OR
UNDER PART 91 DEF. NO REQUIREMENT FOR SUFFICIENT GROUND LIGHT 91 HAS FOR AT NIGHT UNDER ENCOUNTER AT BY SOLE REFERENCE BY INSTRUMENTS ISSUE NO STABILITY ON (AIRCRAFT X) DIFFERENT THERE ON (AIRCRAFT X) RISK TO PILOTS.
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.
CURRENT PROCEDURE WITH THE TFR- INVOLVING SEVERAL SITES AROUND THE U.S. TOO RESTRICTIVE TO CONDUCT EMS OPERATIONS.
AFTER (EVENT X) A LOT OF AIR RESTRICTIONS ARE NOT POSTED TO PUBLIC KNOWLEDGE OF PILOTS.
ATC COMMUNICATION CONGESTION-ESPECIALLY IN BUSIER TERMINAL AREAS. AN AWFUL LOT OF TALKING GOING ON. CAUSES PILOT TO MISS REQUESTS ETC. OTHER THAN THAT WORKS VERY WELL

<b>GAD3A</b>
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 OCCURRING ABOUT 2X A YEAR OVER A 40 YEAR PERIOD. NOT SOMETHING NEW.
CELL PHONES, RADIO AND TV TOWERS THAT ARE UNLIT EVEN IF THEY'RE LISTED IN NOTAM INFORMATION THEY ARE STILL NOT LIT.
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. AS A HELICOPTER PILOT, YOU'RE
TEMPORARY FLIGHT RESTRICTIONS IMPOSED AFTER (EVENT X) (E.G. FLYING OVER GATHERINGS). HELICOPTER PILOTS AND THEIR ABILITY OR INABILITY TO RESPOND TO FIGHTER AIRCRAFT.
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.
RESPONDENT IS CONCERNED ABOUT AIRPLANE SECURITY. HE SAYS HIS AIRPLANE CAN BE OPENED AND STARTED WITH A POCKET KNIFE.
FREQUENCIES OF COMMUNICATIONS.
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.
RUNWAY INCURSIONS
RESPONDENT WOULD LIKE TO SEE RADAR COVERAGE IN THE [LOCATION A].
PASSENGER INTERFERENCE WITH CREW MEMBERS, PASSENGERS SITTING TOO CLOSE TO FLIGHT DECK. NEED NETTING ENFORCED OR AFT FACING SEATS. PASSENGERS INTERFERING WITH FLIGHT OPERATIONS.
NOTAMS ARE SO EXTENSIVE THEY TAKE A MONTH TO READ, OBVIOUSLY A LAWYER WROTE IT SHOULD ASK QUESTIONS ABOUT THE CONTROLLER WORKLOAD AND OBTAINING ATC CLEARANCE THROUGH CLASS BRAVO.
COCKPIT COMMUNICATIONS
VFR FLIGHTS IN CLASS B AIRSPACE AND TRAFFIC AVOIDANCE
WARNING AREAS OFF SHORE FROM (LOCATION X); NEVER GO ABOVE 6000 FEET OFF SHORE.
THE FAA'S NOTAM SYSTEM IS DIFFICULT TO HAVE CONFIDENCE YOU HAVE ALL THE NOTAMS RELEVANT TO YOUR FLIGHT.

<b>GAD3A</b>
SOME AIRPORTS ARE BEING OVERWHELMED WITH FIXED WINGED TRAFFIC AT LOCAL AIRPORTS THAT HELICOPTER PILOTS ARE BEING IGNORED.
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. PILOTS NEED TO BE TRAI
THE TEMPORARY FLIGHT RESTRICTIONS-GETTING THE INFO FOR THEE RESTRICTIONS IN GRAPHICAL FORM
VERBIAGE THAT'S ALLOWED WITH THE PILOTS AND ATC SHOULD BE MORE BY THE BOOK AND NOT SO LENIENT WITH THE WAY THAT THEY TALK.
THE USE OF TEMPORARY FLIGHT RESTRICTIONS. HAVE YOU INADVERTENTLY ENTERED A FLIGHT RESTRICTION AREA? IT IS HARD TO KEEP UP WITH THESE CERTAIN AREAS.
SMALL PILOT WHO WORKS FOR A SMALL CLASS D OPERATION. WHEN HE DOES GO TO CONGESTED AIRSPACE THE PROCEDURES ARE A LITTLE BIT DIFFERENT. IN HELICOPTERS THE PROCEDURES ARE VAGUE. WITH ATC WHEN YOU HAVE TO DEAL WITH HELICOPTERS YOU'RE PASSED OFF FROM ONE CONTR
A LONGER TIME FRAME OF SIXTY DAYS IS NEEDED TO ACCOUNT FOR THE WEATHER DIFFERENCES, NOT JUST SUMMERTIME.
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
RUNWAY INCURSIONS.
EMPLOYER PUTTING PRESSURE ON THE PILOTS, FORCING TO MAKE FLIGHTS THAT WEREN'T SAFE
SHOULD BE MORE ENFORCEMENT: RAMP CHECKS PILOTS DON'T HAVE A GOOD REPORT WITH FAA INSPECTOR RESPONDENT THINKS THAT A BIG SAFETY ISSUE AS FAR AS PILOTS REPORTING PROBLEMS
(LOCATION X) PILOTS - ENTER UNCONTROLLED AIR SPACE ON FINAL INSTEAD OF A 45 AND A DOWNWIND, (LOCATION X) PILOTS TECHNIQUE ON ENTER ON FINAL IS A LITTLE MORE DANGEROUS THEN OUR APPROACH ON ENTERING ON DOWNWIND, THEY COME IN FROM THE NORTH OR THEY'LL FLY EA
RESPONDENT SAYS THAT USE OF NIGHT VISION GOGGLES SHOULD BE APPROVED MORE QUICKLY. HE SUGGESTS A LONGER TIME SPAN THAN 60 DAYS IN ORDER TO CAPTURE MORE EVENTS, MAYBE 90 DAYS . AND HE SUGGESTS PUTTING IN THE LETTER THAT WE WILL BE ASKING SAFETY-RELATED EVEN

<b>GAD3A</b>
I THINK THEY NEED TO LOOK INTO THE LANGUAGE BARRIER PROBLEM ON THE RADIO. I HEAR A LOT OF FOREIGN STUDENTS ON THE RADIO THEY ARE SUPPOSED TO READ, SPEAK, AND WRITE THE ENGLISH LANGUAGE BUT THEY DON'T.
TIMELY DISSEMINATION OF TEMPORARY FLIGHT RESTRICTIONS INCLUDING A METHOD TO GET AIRBORNE NOTIFICATION OF EXISTING OR NEW TEMPORARY FLIGHT RESTRICTIONS.
FOR HELICOPTERS; GET BEHIND NIGHT VISION GOOGLE PROGRAM.
TRANSPONDER SHOULD HAVE BETTER SYSTEM WARNING ABOUT CODES WHEN FLYING IN CLASS B.
WOULD LIKE TO SEE CIVILIAN WORLD GO TO NVG
THERE SHOULD BE QUESTIONS ABOUT GPS (E.G. 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. RESPONDENT STATED
EXTEND THE SURVEY TIME BEYOND THE LAST 60 DAYS TO ONE YEAR
PILOTS WHO ARE ABSENTMINDED OR SIDETRACKED OR RELAXED ABOUT MAINTENANCE ITEMS.
HELICOPTERS HITTING OR ALMOST HITTING POWER LINES. ON YOUR LAST BI-ANNUAL FLIGHT REVIEW, DID YOU FEEL INSTRUCTORS DID A GOOD JOB IN PERFORMING THAT MANUAL FLIGHT REVIEW?
COMPLACENCY AMONG HELICOPTER PILOTS. ALSO DUTY TIME- FATIGUE FACTOR HIGH IN IMC CONDITIONS.
THE TRANSPORTATION SECURITY ADMINISTRATION IS A PAIN IN THE NECK. THEY ACT LIKE THEY ARE ANTI-AVIATION. THERE ARE NO AVIATION PEOPLE THERE; ONLY FBI.
DOES NOT REALLY ADDRESS PILOTS
WHAT A PILOTS POINT OF VIEW
I GET CONCERNED ABOUT THE RECENTNESS OF EXPERIENCE. I'M NOT REALLY CONFIDENT.
RUNWAY INCURSIONS
THE TIMELY DISSEMINATION OF TFRS AND THE GRAPHICAL REPRESENTATIONS OF THEM.
FELT THE SURVEY WAS MORE CORPORATE LIKE
PEOPLE WHO PUT UP CELLULAR ANTENNAS 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
SMALL CLASS (AIR CARRIER X) AIRSPACES CLASS D TRAFFIC AVOIDANCE TECHNIQUES USED BY

NAOMS General Aviation Section D (Rotorcraft) - Final GAD3A

<b>GAD3A</b>
NONE OF THE QUESTIONS WERE ABOUT NAVIGATION OR G.P.S, F.L.U. R. GIVEN SOME OF THE MISSIONS WE HAVE TO FLY IN. HE IS A STATE PATROL TROOPER PILOT AND YOU FLY DIFFERENT AND VARIED MISSIONS IN ALL SORTS OF WEATHER AND SITUATIONS. HE HAS HAD A LOT OF EQUIP
LACK OF EXPERIENCE AND TRAINING OF COMPANY RADIO OPERATORS. NOT TRAINED WITH WEATHER OBSERVATION.
HOW DO YOU FEEL ABOUT YOUR FLIGHT INSTRUCTOR? (FOR STUDENTS) DO YOU THINK THEY'RE INVESTED IN YOU OR AS A PILOT OR ARE THEY JUST IN IT FOR THE HOURS. LEVEL OF PROFESSIONALISM.
FLIGHT RESTRICTIONS IN (LOCATION X) AIRSPACES HAVE A POTENTIAL TO CAUSE SAFETY PROBLEMS IN (LOCATION X) AREA.
(LOCATION X) IS A VERY BUSY EMS HELICOPTER TOWN. THE COMMUNICATIONS AT THE HOSPITALS IS VERY POOR AS FAR AS LANDING AND TAKING OFF AT THE HOSPITALS.
QUESTIONS ABOUT SIMULATED INSTRUMENT FLYING; HOW MANY HOURS, ETC.
ATC AT EVERY LEVEL FROM TOWER TO CENTER HAVE LOW KNOWLEDGE OF DEALING WITH HELICOPTERS AND OR OFTEN QUITE NASTY OR RUDE TO HELICOPTER PILOTS.
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.
NOTAMS, THE WAY THEY ARE PUBLISHED AND HOW POORLY WRITTEN THEY ARE. ESPECIALLY HERE IN THE (LOCATION X) 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.
CONGESTION IN RADIO FREQUENCIES AT UNCONTROLLED AIRPORTS.
RESPONDENT SAID THERE IS A LOT OF CONGESTION AT THE AIRPORTS AND IFR NOT GETTING INFORMED FROM ATC.
VFR HIGH CONGESTION IN TRAFFIC; TCAS ALERT
NOTIFICATION FOR TFR COMPLETELY INADEQUATE FOR PROFESSIONAL POINT FLIGHT SERVICE IN (LOCATION X) MARGINALLY ADEQUATE COMPARED TO US.
OVER CROWDING IN CLASS B AIRSPACE.
THERE SHOULD BE MORE WEATHER REPORTING FACILITIES.
RESPONDENT SAID DUTY TIME FOR PILOTS ARE TOO RELAXED.
MORE FOCUS ON NOTAMS, THE AVAILABILITY, HOW TO ACQUIRE THEM, HOW TO CONTACT THEM.

<b>GAD3A</b>
(AIRPORT X) ATC IS OVERWHELMED. TOO MUCH RADIO TRAFFIC. CAPABILITIES ARE EXCEEDED. MOSTLY FROM SIGHT-SEEING FLIGHTS.
NOT TOO SURE ABOUT PILOTS TO HAVE GUNS IN THE COCKPIT
ASK MORE ON AIRPORT INCURSIONS.
GEOGRAPHICAL AREA IN WHICH YOU FLY WOULD ALTER THE SURVEY
CREW DUTY TIMES.
DID YOU THINK A LACK OF TCAS IN A CIVILIAN AIR PLANE POSSIBLE MID AIR ACCIDENTS
LAND AND HOLD SHORT PROCEDURES CREATE RESOUNDING SAFETY HAZARDS. SUCH AS (AIRPORT X).
THE RESPONDENT IS CONCERNED ABOUT RESTRICTED AIRSPACE OVER OPEN AIR EVENTS AND NO RESOLUTION OF THE TSA RESTRICTIONS AS OF LATELY.
IMPROVEMENT IN HOSPITAL WEATHER INFORMATION.
DURING LOW IFR, THE TERRIBLE CONGESTION IN THE (LOCATION X) AREA.
HAVE YOU HAD TROUBLE GETTING WEATHER DUE TO THE LACK OF WEATHER OBSERVERS GETTING AWOS.
DOES THE COMPANY YOU WORK FOR PROVIDE ADEQUATE PREFLIGHT RESOURCES?
THERE NEEDS TO BE A BETTER WAY FOR PILOTS TO RESEARCH TEMPORARY FLIGHT RESTRICTIONS.
MEMBERS OF MANAGEMENT PUSH MAINTENANCE TEAMS TO SIGN OFF DISCREPANCIES WHEN THE WORK HASN'T BEEN COMPLETED TO GET HELICOPTERS BACK IN THE SKY.
YOU FLY UNDER IFR CONDITIONS IN A NON-RADAR ENVIRONMENT IN THE (LOCATION X). THIS IS A REAL PROBLEM IN THE WINTER TIME.
WHY NIGHT VISION GOGGLES (NVG) ARE NOT MANDATORY FOR NIGHT FLYING UNDER VFR FOR ALL HELICOPTER PILOTS. THEY SHOULD BE REQUIRED.
COULD BETTER PREDICT CONFLICTING WEATHER CONDITIONS
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.
TEMPORARY FLIGHT RESTRICTIONS ARE TOO VAGUE
NOTHING COMES TO MIND IMMEDIATELY
ALL AIRCRAFT SHOULD HAVE LIGHTS, DAY OR NIGHT
FAA TOO BIG, NOW FAA NEEDS TO GET OUT OF THE OFFICE. AFTER (EVENT X), FAA IS TOO DIFFICULT TO TALK TO AND NOT IN CLOSE CONTACT WITH PILOTS. IN THE SEVENTIES WITH 6 PEOPLE THE FAA OFFICE WAS MORE EFFICIENT. WHILE THE FAA TODAY HAS 40 PEOPLE NOW, IT IS IN

<b>GAD3A</b>
IT PERTAINS TO CROP DUSTING. CROP DUSTING AIRCRAFT DO NOT USE RADIOS. COMMUNICATION IS NEEDED.
IF THIS IS A SAFETY SURVEY THERE ARE THINGS IN THE TRAINING INDUSTRY THAT MAY BE RELEVANT.
PROBABLY PRIVATE AIRCRAFT FLYING
FAA RESPONSE TO INFORMATION ON TERRORIST ACTIVITIES NEEDS TO BE UPDATED AND PROCEDURES
TRAFFIC CONGESTION. VERY CONGESTED AT AIRPORT HE FLY'S AT.
TFR'S - LOCATION, REPORTING ON SECTIONAL CHARTS, FAA AWARENESS THAT PILOT'S ARE CONFUSED ABOUT SIZE AND LOCATION OF THESE.
THE SHUTTING DOWN OF A NUMBER OF FLIGHT SERVICE STATIONS WHICH CAN LEAVE A VOID IN GATHERING WEATHER INFORMATION IN SOME LOCATIONS.
CONGESTION OVER UNICOM FREQUENCIES, TOO MANY ON THE SAME SYSTEM. THEY ARE CONSTANTLY OVER RIDING EACH OTHER. THEY SHOULD OPEN UP MORE FREQUENCIES.
WIND LIMITATIONS WERE NOT MENTIONED
IRATE CONTROLLERS NEED TO BE ADDRESSED; (AIRPORT X) (LOCATION X) NEEDS TO BE CHECKED OUT BECAUSE OF UNPROFESSIONAL BEHAVIOR. INTERNAL PROBLEMS CAUSING THE CONTROLLERS TO ACT IRATE AND UNPROFESSIONAL.
THERE NEEDS TO BE MORE FLIGHT SERVICE STATIONS AVAILABLE TO THE PILOTS IN GENERAL AVIATION. 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 JEPSON CHARTS.
ATC CONGESTION ON FREQUENCIES, TOO MANY PLANES ON SAME FREQUENCY.
RUNWAY INCURSIONS.
A LOT OF HELICOPTERS 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. THOSE CONCERNS WOULD BE SPECIFICALLY MAKING SURE THAT PASSENGERS
"FUEL SLOSHING IN UNFAVORABLE ATTITUDE CONDITIONS"
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 THE RESPONDENT IS V
CONGESTION ON UNICOM FREQUENCIES AT UNCONTROLLED AIRPORTS, SPECIFICALLY FREQUENCY 122.8. 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.

<b>GAD3A</b>
SEPARATION OF ROTOR AIRCRAFT FROM FIXED WING AIRCRAFT WHILE WITHIN 5 MILES OF ATC TOWER/PARTICULARLY ON INBOUND AND OUTBOUND LEGS.
LACK OF FIGHT TRAINING FOR INSTRUCTORS.
QUESTIONS RELATING TO TFR- TEMPORARY FLIGHT RESTRICTIONS HAVE BECOME VERY IMPORTANT SINCE (EVENT X).
ICING FOR HELICOPTERS CAPABLE OF FLYING IN ICING/WE ARE RESTRICTED TO LOW ALTITUDES IN WINTER
ARE A COUPLE OF AIRPORTS ARE NOT IN THEIR JURISDICTION
WIRES AND CELL TOWERS; WHILE FLYING AS A HELICOPTER PILOT.
CELL TOWERS - CELLULAR TELEPHONE INDUSTRY - UNLIT CELL TOWERS SPRINGING UP ALL OVER THE COUNTRYSIDE - MOST ARE 200 FT OR LESS AND DO NOT HAVE LIGHTS AND FOR EMS HELICOPTERS THIS CAN BE DISASTROUS BECAUSE WE DO A LOT OF OFF-SITE LANDING.
RESPONDENT IS CONCERNED ABOUT FIXED WINGED PILOTS TAXIING WITHIN CLOSE PROXIMITY OF HOVERING HELICOPTERS. HE BELIEVES FIXED WINGED PILOTS NEED MORE TRAINING ABOUT ROTOR WASH.
SHOULD EXTENDED TO ANNUALLY NOT THE LAST 60 DAYS TO GET BETTER ANSWERS TO THE SURVEY QUESTIONS
THE ACCURACY OF THE AWOS SYSTEM.
KEEP ALL PERSONAL UP TO DATE ON ALL FUTURE INFORMATION.
HOW YOU'RE TREATED WHEN YOU COME INTO THE AIRPORTS AS A HELICOPTER PILOT. YOU ALSO NEED TO BE ABLE TO LAND ON TAXIWAYS AS OPPOSED TO RAMPS WHEN YOU'RE FLYING LARGER HELICOPTERS.
PROBLEM: CONSTANT CONFLICT WITH AIRCRAFT FLYING BELOW 500 FT., ALSO, ATC IS HARD TO CONTACT FOR IN/OUT CLEARANCES AT (AIRPORT X) IN (LOCATION X).
FREQUENCY CONGESTION. THERE SHOULD BE A SEPARATE FREQUENCY FOR HELICOPTERS.
THE WORST PROBLEMS (FIXED WING) GOING INTO CERTAIN AIRPORTS, FREQUENCIES VERY CONGESTED (I.E., (AIRPORT X), (AIRPORT X), AND (AIRPORT X)). ALSO GOING INTO CERTAIN AIRPORTS BACK (LOCATION X) HARD TO GET RESERVATIONS AT CERTAIN TIME, (AIRPORT X), AND SEVE
AMBIGUITIES AND MISUNDERSTANDINGS ABOUT APPROACH CATEGORIES.
AWOS IS BIG PROBLEM, POOR COMMUNICATIONS WITH AIRPORTS, NEED MORE WEATHER REPORTING STATIONS. THE SYSTEM IS GEARED FOR HIGH ALTITUDE NOT LOW ALTITUDE FOR HELICOPTERS.

<b>GAD3A</b>
WOULD NOT PAY TO USE THE ATC SYSTEM. RUMOR THAT THEY WILL HAVE TO PAY.
SELF ANNOUNCING AT AN UNCONTROLLED AIRPORT
INFORMATION ON TEMPORARY FLIGHT RESTRICTIONS, POSSIBLY A WEBSITE. MORE COMPLETE PRESENTATION OF INFORMATION.
EXAMINE FOR NEW STUDENTS SHOULD REQUIRE OPERATING AIRCRAFT FROM SLOW SPEEDS TO 10 OR 15 MILES PER HOUR BELOW RED LINE SPEEDS.
LACK OF CORPORATE SUPPORT TO AVIATION SAFETY
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.
CONGESTION OF AIRWAYS FOR COMMUNICATIONS. NEED MORE TRAINING ON COMMUNICATIONS TO GET YES AN NO'S OUT.
FREQUENCY CONGESTION WHEN TRYING TO ENTER CLASS B AIRSPACE IN (LOCATION X), (AIRPORT X).
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 BEYOND WHAT'S REQUIRED BY THE FAA? IN THE REAL ATP HELICOPTER OPERATION 60
MID-AIR BIRD STRIKES.
COMMUNICATIONS AND MORE FREQUENT ACCIDENTS AND WEATHER. THE FREQUENCIES ARE SO CONGESTED AT TIMES AROUND BIG CITIES.
QUESTIONS ON TCAS SYSTEMS AND IFF; TIMES ENCOUNTERED AIR TRAFFIC AND NOT BEEN PROMPTED TCAS, SURVEY PERIOD OF TIME IS NOT LONG ENOUGH; RESPONSE WOULD BE DIFFERENT IN A LONGER TIME SPAN.
MAY TRY TO CALL THE AUTHOR OF THE LETTER SENT TO HIM RE: PROBLEMS HE HAS WITH THE SURVEY
VISIBILITY ISSUES AND FLYING BETWEEN FIXED WINGERS...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.
IN THE STATE OF (LOCATION X) PILOTS OPERATE UNDER DIFFERENT FLIGHT RESTRICTIONS THAN PILOTS DO IN THE (LOCATION X). HOWEVER, US INSPECTORS FREQUENTLY WRITE PILOTS UP FOR VIOLATIONS AGAINST PART 135 REGULATIONS AND THESE INSPECTORS ARE NOT EVEN PILOTS.
GUNS IN THE COCKPIT
TIME PERIOD SHOULD HAVE BEEN LONGER THAN 60 DAYS.

GAD3A
REGULATORY VERBIAGE 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 CO
TFR'S, NOT CLEARLY DEFINED BY THE FAA. THEY NEED TO BE GIVEN A PICTORIAL DIAGRAM OF THEIR LOCATIONS. IE: SECTIONAL, ETC.
THE CURRENT BRIEFING SYSTEM WITH REFERENCE TO NOTAMS.
DO YOU HAVE ANY COMMUNICATION PROBLEMS IN THE OFF SHORE ENVIRONMENT OF ATC; (LOCATION X) COURSE IN PARTICULAR? ADEQUATE RADAR COVERAGE IN ATC.
THE FAA DOES NOT REGULATE THE ROTARY WING INDUSTRY VERY WELL.
THE AMOUNT OF PILOTS THAT COME FROM FOREIGN COUNTRIES THAT ARE NOT THOROUGHLY INVESTIGATED; BACKGROUND CHECKS.
HOW MUCH REST DO CREW PILOTS GET BETWEEN DUTY DAYS?
VFR TRAFFIC CONGESTION AT UNCONTROLLED AIRPORTS.
SAFETY ISSUE MORE CONCERNED ABOUT NOT SO MUCH WEATHER RELATED AS THE MAINTENANCE OF THE HELICOPTER. FDOS THEY NEED TO EDUCATE MORE LICENSED PILOTS IN CFI.
AIR SPACE - PERTAINING 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. ALS
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.
BETTER WEATHER REPORTING
CONSIDER SECURITY ISSUES IN THE FUTURE
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.
MINIMUM ALTITUDE OVER CONGESTED AREAS FOR SAFETY PURPOSES
PROBLEMS WITH DIFFERENT AIRSPACE AND COMMUNICATIONS IN GENERAL AND KNOWLEDGE PERTAINING TO AIRPORT SIGNS.
SECURITY- I THINK IT NEEDS TO BE STEPPED UP SECURITY AT THE AIRPORTS BECAUSE OF THE TERRORIST ATTACK THREATS.
FREQUENCY CONGESTION IS BECOMING A GREATER AND GREATER PROBLEM, ESPECIALLY IN HIGH DENSITY AIRSPACES LIKE [LOCATION A], [LOCATION B] AND [LOCATION C].

<b>GAD3A</b>
LACK OF RADIO FACILITIES IN THE OFF-SHORE ENVIRONMENT WE NEED TO LAND & 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.
OPERATIONS AT UNCONTROLLED AIRPORTS. RADIO- CONTROLLED PLANES AT UNCONTROLLED AIRPORTS. COMMUNICATION NEEDS TO BE MORE CONSISTENT.
MORE ON ATC CONGESTIONS.
RADIO TRANSMISSION
I WOULD LIKE TO SEE SOME CLARIFICATION ON WEIGHT LIMITS FOR HELIPOINTS. THE ADVISORY CIRCULAR DEALING WITH HELIPOINT CONSTRUCTION IS UNCLEAR AS TO THE MEANING OF THE WEIGHT LIMIT INDICATION ON THE HELIPOINT. THE QUESTION I CAN'T GET ANSWERED IS THE WEIGHT LI
THE SURVEY SHOULD GO BACK FARTHER THEN 60 DAYS. QUESTIONS THAT ARE NOT RELEVANT NOW MAY BE RELEVANT DURING DIFFERENT SEASONS.
TFR'S IN AIRSPACE THAT ARE NOT NECESSARY. MISUSE OF SPACE.
FAA NOT LISTENING TO PROFESSIONAL PILOTS ON SAFETY ISSUES.
FATIGUE, ALLOWABLE FLIGHT TIMES, HOW MANY HOURS A CORPORATE PILOT CAN FLY IN A 24 HOUR PERIOD. TOO FEW LAWS REGULATING THIS.
UNLIT GRAY CELL PHONE TOWERS, THEY NEED TO STICK SOME LIGHT ON THEM.
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 X) WE DON'T DO ANY INSTRUMENT FLYING AND WE DON'T GO VERY FAR-THE HELICOPTER ISN'T IN
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 SO THAT THE AIRCR
TEMPORARY FLIGHT RESTRICTIONS
TEMPORARY FLIGHT RESTRICTIONS THERE IS NOT ENOUGH GOOD COMMUNICATIONS WITH THEIR BRIEFINGS.
SINGLE ENGINE AIRPLANES FLYING IN MINIMUM VMC CONDITIONS ARE A HAZARD TO THE AVIATION COMMUNITY.
CONFUSION OVER REQUIREMENTS INVOLVING CARRYING HAZMAT.
TFR THAT POP-UP WITH OUT NOTIFICATIONS AND ACCURACY OF THESE NOTIFICATIONS

<b>GAD3A</b>
LACK OF RADAR, WEATHER, AND COMMUNICATIONS IN THE (LOCATION X) REGION.
VFR CORRIDORS FOR FLYWAYS THROUGH CLASS B AIRSPACE.
AGE OF EQUIPMENT IS VERY IMPORTANT
HOW OFTEN DO PILOT COMPANIES REQUIRE THEM TO BE TRAINED. WHAT KIND OF TRAINING PILOTS HAVE HAD. DO THEY HAVE INSTRUMENT TRAINING. PILOTS OF HELICOPTERS ARE REQUIRED TO HAVE A LOT OF TRAINING.
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.
COMMUNICATIONS FREQUENCIES ARE MORE CONGESTED TODAY. MAYBE THEY SHOULD HAVE FREQUENCIES SPECIFICALLY FOR HELICOPTERS.
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.
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).
FREQUENCY CONGESTION
MILITARY TRAFFIC IS FOLLOWING DIFFERENT FLIGHT PROCEDURES, CAUSING CONFLICT PILOTS FLYING UNDER FAR PART 135. RESPONDENT'S AREA HAS A LOT OF MILITARY TRAFFIC.
WHOEVER IS IN CHARGE OF DOING THE CHARTS SHOULD DELETE (AIRPORT X) AT 500 FEET OF ELEVATION AS A PRIVATE OR RESTRICTED FIELD. THEY SHOULD PUT IN HILLTOP AT 940 FEET AS RESTRICTED FIELD. (AIRPORT X) NO LONGER EXISTS IN (LOCATION X).
RUNWAY INCURSIONS
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 ISSUE.
FOR OFF-SHORE; EVERYONE OPERATES IN DIFFERENT FREQUENCIES...NEED TO ESTABLISH A UNIFORM FREQUENCY FOR ALL HELICOPTERS.
MOST OF THESE QUESTIONS APPLY TO AIRPLANES, WOULD LIKE MORE QUESTIONS TO BE TOWARDS HELICOPTERS
IN GENERAL, THE FILING OF FLIGHT PLANS IN CIVIL AVIATION.

GAD3A
THE CONNECTIONS ON THE FREQUENCIES FOR IFR IN CERTAIN AREAS LIKE IN THE (LOCATION X) FLYING BELOW 10,000. WE HAVE DIFFICULTY REACHING (AIRPORT X). SOMETIMES PILOTS WITH LESS THAN WITH LESS THAN 1,000 HOURS ARE PUSHED TO FLY IN BAD WEATHER CONDITIONS IN TH
THERE WERE NO QUESTIONS ASKED ABOUT SECURITY OF THE AIRCRAFT OR PERSONAL OF AIRCRAFT OR PASSENGERS.
THE ACCURACY OF WEATHER REPORTING IS THE BIGGEST PROBLEM. NOTAMS CONCERNING TFRS CONCERNING (EVENT X) - 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, BUT YOU SHOUL
TRAINING/COMMUNICATIONS A LOT OF FOREIGN STUDENTS ARE VERY HARD TO UNDERSTAND.
HOW OFTEN YOUR FLIGHT IS CONDUCTED WITHIN A CLOSE PROXIMITY OF RESTRICTED SPACE
WOULD LIKE TO SEE MORE TCAS PUT IN HELICOPTERS (BETTER COMPUTER SYSTEM)
FLYING INTO THE (LOCATION X) EXCLUSION, PILOTS SHOULD ANNOUNCE THEIR POSITION, INCLUDING THE MILITARY, WHEN IN THE (LOCATION X) AND (LOCATION X). MILITARY AIRCRAFT DID NOT SELF ANNOUNCE AND CAME TOO CLOSE. SHOULD HAVE ANNOUNCED THEMSELVES.
ATC CONTROLLERS ARE OVERWORKED
RUNWAY INCURSIONS.
IN (LOCATION X) NEED A PROGRAM FOR LOW ALTITUDE WEATHER FOR HELICOPTERS OPERATING OFFSHORE BY THE FAA
DUTY TIME OF CORPORATE PILOTS. PILOTS ARE OVERWORKED, NOT ENOUGH REST.
HELICOPTER PILOT EXPERIENCE LEVELS. ALSO INCLUDE QUESTIONS ABOUT ACTIONS TAKEN TO AVOID ACCIDENTS.
CONTROL TOWER RESPONSE, MORE CONCERNED W/FIXED WING....ALSO LACK OF EXPERIENCED PEOPLE IN CONTROL TOWER, SOMETIMES A LACK OF PROFESSIONALISM.
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.
THE ONLY PROBLEMS I HAVE AS AN AIRLINE PILOT IS TROUBLE WITH AIR TRAFFIC CONTROL ON A DAILY BASIS.
PRESSURE ON PILOTS TO FLY AIRCRAFT THAT DO NOT MEET FAA AIRWORTHINESS.
PROCEDURES FOR HELICOPTERS ARE NOT THAT VERY CLEAR AT AIRPORTS. THERE ARE ALSO NO PUBLICATIONS FOR CERTAIN HELICOPTERS.

GAD3A
MEDIA BLOWS AIR INCIDENTS OUT OF PROPORTIONS AND THE PUBLIC LOSES CONFIDENCE AND IT TAKES YEARS TO GET THE PUBLIC BACK. HE FEELS THAT THIS IS A PROBLEM. EXCESSIVE HYPERBOLE.
SOME ATC FORGET ABOUT THE DIFFERENCE BETWEEN HELICOPTERS AND AIRPLANES AND YOU CAN'T COMPLY WITH THEIR REQUEST BECAUSE OF THE DIFFERENCES
NASA NEEDS TO FOCUS EMS OPERATIONS
CAPABILITIES OF HELICOPTERS NOT FULLY UNDERSTOOD; SYSTEM DESIGNED FOR FIXED WING
ISSUES OF TEMPORARY FLIGHT RESTRICTIONS. THEY OCCUR UNANNOUNCED AND ITS OFTEN TOO LATE ONCE TO HEAR THEM TO FOLLOW THEM CORRECTLY. THEY MAY BE ISSUED WHILE AIRBORNE
SLAM DUNKS AND FREQUENCY CONGESTIONS.
SURVEY SHOULD BE MORE JOB MINDED
TFR'S AND THE TIMELY AVAILABILITY OF THAT INFORMATION
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. HELICOPTERS ARE UNIQUE AND THEY CAN ONLY SAY CERTAIN THINGS. COMMUNICATIONS SYSTEMS OF ATC (RADIO/SI
ASK ABOUT AIRCRAFT AVOIDANCE WITH ATC COLLISION.
THINGS TO DEAL WITH MOA'S AND MILITARY ROUTES, MILITARY AIRCRAFT COMING THROUGH TFR'S EITHER THEY'RE NOT BEING BRIEFED OR THEY JUST DON'T WORRY ABOUT IT AND JUST GOING ABOUT IT ANY WAY.
AIRPORT SECURITY SYSTEM IS A JOKE, TESTERS ARE GETTING IN WITH PLASTIC GUNS. HOW CAN SOMEONE FROM (LOCATION X) OR A THIRD WORLD COUNTRY COME IN AND DO SECURITY JOBS? OR HOW CAN THESE PEOPLE GET SECURITY CLEARANCES? POOR ATC HANDLING OF HELICOPTERS. VF
PILOTS REALLY NEED TO BE AWARE OF THE TFRS (TEMPORARY 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 THESE THINGS
COLLISION AVOIDANCE
NON RADAR ENVIRONMENTS IN THE (LOCATION X).
CLASS D AIRSPACE SURROUNDING CLASS B AIRSPACE, CAN BE GETTING CALLED BY BOTH TOWERS AT THE SAME TIME.
SHOULD ASK QUESTIONS ABOUT BEING PRESSURED TO FLY DUE TO BEING THREATENED TO FLY.

<b>GAD3A</b>
OFTEN IT IS HARD TO TRANSITION HELICOPTERS INTO THE FIXED WING APPROACH GATE IN [AIRPORT A]. AT BOTH [AIRPORT A] FACILITIES. AND IN SPECIFIC ATC WILL VECTOR A HELICOPTER TO THE INITIAL APPROACH FIX, HIGH, AND THEN CLEAR YOU FOR THE APPROACH.
FREQUENCY CONGESTION
ASK HOW MANY TIMES YOU HAD BEEN CLEARED BY ATC TO LAND, THEN ADVISED TO GO AROUND ON ACCOUNT OF TRAFFIC ON THE LANDING RUNWAY.
FLIGHT INSTRUCTORS ARE VERY POORLY TRAINED AND IT'S PRODUCING POOR PILOTS (PS. I AM A FLIGHT INSTRUCTOR).
RUNWAY INCURSIONS, MAJOR SAFETY ISSUE.
THINKS FAA SPENDS TOO MUCH TIME CRITICIZING PILOTS, FAA WANTS EVER PILOTS 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 PRIORITIES MIXED UP. EVERY TIME THERE IS A CHANG
RELIANCE ON AUTOMATED WEATHER OBSERVING AS OPPOSED TO HUMAN OBSERVATIONS.
14 HOUR DUTY DAY IS TOO MUCH, NEEDS TO BE LESS. CUT 2 MAN CREW HOUR LESS THAN 10
SOME QUESTION FOR HELICOPTER JUST DON'T HAPPEN LANDING IN THE MORNING AND EVENING TOWARD THE SUN CREATE A MAGNIFYING EFFECT ON PILOT FACE.
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 WORDING THAT THE TOWER USES CAN BE CONFUSING AT TIMES.
A.T.C. OVERLOAD, LACK OF EXPERIENCE OF A.T.C
AS A ROTORCRAFT GUY I SEE PROBLEMS WITH ATC NOT ABLE TO HANDLE HELICOPTERS. MORE TRAINING FOR TOWER GUYS (ATC) INTERACTING WITH ROTORCRAFT. LESS POPULATED AREAS HAVE MORE PROBLEMS DUE TO LACK OF EXPERIENCE WITH HELICOPTERS. ABOUT NOTAMS- 90 % OF HELICOPTER
WHEN YOU GO INTO BIG CONGESTED AIRPORT, HARD TO GET IN ON RADIO FREQUENCIES. ADD MORE CONTROLLERS (2 PER FREQUENCY).
LACK OF COMMUNICATION IN OFF SHORE ENVIRONMENT,
THE INTERACTIONS WITH NEWS MEDIA AND LAW ENFORCEMENT AGENCIES TRYING TO DO THEIR JOB. THE NEWS MEDIA FLY TOO CLOSE TO LAW ENFORCEMENT. THE HELICOPTER TRAFFIC IS BECOMING AN ISSUE IN MOST CITIES. TOUR HELICOPTER SEEMS NOT TO BE REGULATED BY FARs AND PAR

<b>GAD3A</b>
OPERATIONS AT NON-CONTROLLED AIRPORTS, COMMUNICATIONS AND AIRSPACE. JOCKEYING FOR POSITION WITH AIRCRAFT AT NOT SPECIFIC ALTITUDES OR PUBLISHED PROCEDURES.
BIGGEST PROBLEM IS IN LARGE BUSY, CONGESTED AIRPORTS IS FOLLOWING ATC CONTROL COMMANDS WHILE ON THE GROUND
QUESTIONS ON THE QUALITY OF TOWER BASED AIR TRAFFIC CONTROL, AND ALL ON ROUTE AIR TRAFFIC CONTROL
HEIGHT OF OBSTRUCTIONS WHILE FLYING, A TOWER WAS MARKED AT 1300 FT BUT WAS 1400 FT. ALSO UNLIGHTED TOWERS WITH LIGHTS NOT WORKING, WAS REPORTED AND NOTHING WAS DONE ABOUT IT IN (LOCATION X) JUST NORTH OF (LOCATION X). THERE ALSO NEEDS TO BE A LOT MORE QUA
A CATEGORY SHOULD BE INCLUDED IN RECURRENT OR CONTINUING TRAINING SUCH AS EMERGENCY PROCEDURE TRAINING.
SHOULD ASK: HOW MANY OF YOUR FLIGHTS ARE DERIVED FROM AN AIRPORT THAT DOES NOT HAVE A CONTROL TOWER
FAA POLICY ON PUBLIC USE OF AIRCRAFT TRAINING.
AIRPORT CONGESTION, TOO MANY AIRCRAFTS IN THE CLASS DELTA AIR SPACE.
IFR AND VFR IS SOMETIMES CONFUSING. IT'S A BIT AMBIGUOUS WHEN YOU'RE UP THERE. APPROACHES IN IFR AND VFR ARE SOMETIMES CONFUSING, AND DIFFICULT FROM PILOTS PERSPECTIVE.
FLIGHT INSTRUCTORS ARE GIVEN RESPONSIBILITIES WITHOUT ADEQUATE EXPERIENCE, WHICH I CONSIDER A SAFETY HAZARD.
I FEEL THAT BI-ANNUAL OR FLIGHT REVIEWS SHOULD BE CONDUCTED BY FAA DESIGNEE'S.
FINDING OUT ABOUT THE NOTAMS FOR TEMPORARY FLIGHT RESTRICTIONS, HIGH DENSITY ALTITUDES MAKE A DIFFERENCE WHEN YOU GET TO GROUND.
SURVEY ALSO NEEDS TO EXAMINE OTHER WEATHER TIME PERIODS...60 DAYS TOO SMALL A TIME FRAME.
SPEND MORE MONEY ON AIR TRAFFIC CONTROL AT THE SMALLER AIRPORTS (CLASS E).
NONE
PASSENGERS DO NOT WEAR SEAT BELT WHEN WARNING SIGNS ARE ON! PER RESPONDENT.
THE WAY TOWER CONTROLLERS REACT TO HELICOPTER PILOTS. THERE SEEMS TO BE A PREJUDICE THERE.
PROBLEMS WITH NOTAMS, INCONSISTENT, NOT LOCATED ON ANY CHARTS. ALSO DUATS IS TOO HARD TO UNDERSTAND IT'S LIKE GIBBERISH.
DIFFICULT TO GET ACCURATE TFR INFORMATION.

<b>GAD3A</b>
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.
PARAMETERS COULD BE WIDER. STUDY MORE THAN 60DAYS.
TRAINING
THE FAA'S PET PEEVES: RADIO COMMUNICATION AND USAGE...FIND OUT WHO USES THEM AND HOW FREQUENTLY (ESPECIALLY AT UNCONTROLLED AIRPORTS).
RESPONDENT FEELS THAT MORE PUBLIC HELIPORTS SHOULD BE BUILT IN THE US.
PILOT LICENSES SHOULD HAVE PILOT'S PHOTO AND FINGERPRINT, THIS IS SECURITY CONCERN
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.
THEY NEED TO BUILD MORE POWERFUL HELICOPTERS WITH MORE POWERFUL TRANSMISSIONS AND ROTOR SYSTEMS SO THAT AIRCRAFT AREN'T STRESSED ON HOTTER DAYS. HELICOPTERS ARE BEING BUILT A LOT CHEAPER TODAY. IT'S EASY TO PUT TOO MUCH WEIGHT ON THEM SO THAT THEY CAN'T S
COMMUNICATIONS WITH AIR TRAFFIC CONTROL IN A HIGH DENSITY ENVIRONMENT. CAN'T GET A WORD IN EDGEWISE SOMETIMES. NEED MORE CONTROLLERS.
ONLY WHAT PERCENT OF THE IFR FLIGHTS USE GPS APPROACHES?
RESPONDENT HAS CONCERNS ABOUT TRAFFIC SITUATIONS AROUND AIRPORTS IN REGARDS TO STUDENT PILOTS.
RUNWAY INCURSIONS
EVERY ONCE IN AWHILE 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.
MORE EMPHASIS ON STUDYING PSYCHOLOGY OF FLYING. TOO MANY PEOPLE ARE UNAWARE OF THEIR SURROUNDINGS WHILE PILOTING. SITUATIONAL AWARENESS. ALSO, LACK OF PROTOCOL FOR RADIOS, MANY DO NOT RESPOND TO CALLS; ARE NOT LISTENING TO TRANSMISSIONS. ALSO SECTION C TE
ASK ABOUT REST TIME OFF; SOME PILOTS WORK VERY LONG HOURS WHICH MAY BE A BIG FACTOR IN SAFETY

NAOMS General Aviation Section D (Rotorcraft) - Final GAD5A

GAD5A
500 [AIRCRAFT TYPE X] PILOT RESPONSES ARE NOT QUITE RELEVANT SAMPLE SIZE.
WOULD LIKE TO SEE IS MORE SEMINARS FOR HELICOPTERS, THEY HAVE THEM ALL THE TIME FOR FIXED WING, WOULD LIKE TO SEE MORE HELICOPTER
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.
THE SURVEY PERIOD IS TOO SHORT, SHOULD EXTEND THE DAYS
THINKS IT'S A BIT CONSTRICTIVE. THINKS YOU SHOULD EXPAND THE SURVEY TO MORE THAN 60 DAYS
60 DAYS NARROWS INFORMATION. # OF FLIGHTS SHOULD BE EXPANDED.
ALL FLYING IS DUE TO ORGANIZATION X TRANSPORTS 70 MILES RADIUS [LOCATION X].
SURVEY TAKES LONGER THAN 30 MINUTES WHEN VARIOUS QUESTIONS ARE ASKED BECAUSE OF THE QUESTIONS NOT BEING CLEAR.
DOES NOT SEE WHY WE ARE ONLY ASKING QUESTIONS PERTAINING TO THE LAST 60 DAYS
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.
I FEEL THAT THE 60 DAY WINDOW FOR THIS INTERVIEW IS RIDICULOUS. THERE ARE TOO MANY ISSUES THAT WOULD NOT BE RELEVANT. THE TIME FRAME ALMOST MAKES IT A WASTE OF TIME!!
THE SURVEY IS TOO LONG FOR A TELEPHONIC SURVEY
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.
I THINK THAT THIS SAFETY IS A GOOD THING THAT THEY ARE DOING.
SHOULD GO BACK FARTHER THEN 60 DAYS
QUESTIONS LIMITED TO A SHORT TIME-FRAME WHICH DOES NOT ALLOW FOR REAL SITUATION TO BE DISCLOSED.
WISHED HE COULD HAVE HAD HIS LOG BOOK SO THE INFO COULD HAVE BEEN MORE ACCURATE
NO MEANING OF THIS SURVEY WITH SOME WITH SOME ESPECIALLY WASTE OF TIME
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 HIS JOB BECAUSE HE WORKED FOR A CORPORATION BUT FLEW ROUSTABOUTS AROUND AND NOT CORPORATE EXECUTIVES.
NOT REALLY
THE SURVEY IS TOO LONG A HALF HOUR IS TOO LONG
LET YOU PUT MORE THAN 996 LANDINGS OR TAKE OFFS

<b>GAD5A</b>
SEND OUT ON PAPER.
60 DAY WINDOW IS NOT SUFFICIENT TIME TO GAIN GOOD INFORMATION.
THE WEATHER QUESTIONS WOULD BE BETTER IF ASKED DURING THE WINTER MONTHS
60 DAYS IS NOT FAR ENOUGH BACK 6 MONTHS TO 1 YEAR
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
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, THI
LET ME DO IT ONLINE NEXT TIME.
DON'T USE FAA WEATHER
CHANGING FAA STANDARDS TO COMPLY WITH INTERNATIONAL REGULATIONS IS MAKING FLYING MORE CONFUSING.THIS IS INTIMIDATING FOR NEW PILOTS
YOU SHOULD ASK FIXED WING PILOTS THESE QUESTIONS.
TRY TO KEEP IT SO IT'S USEFUL. IN THE [LOCATION X], WE DON'T HAVE RADAR OUT THERE. IT WOULD BE NICE IF SOMEONE WOULD FOUND IT.
QUESTIONS NEED TO BE MORE SPECIFIC
THERE ARE DIFFERENT WAYS TO TRACK AMOUNT OF FLIGHTS WHEN RESPONDENT IS A [OCCUPATION X] IN TRAINING.
MIGHT BE BETTER IF RECEIVED THE STUDY THROUGH THE MAIL, SO YOU CAN HAVE A LITTLE MORE TIME FOR THE STUDY
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. IF WINTER THE ANSWERS WOULD BE TOTALLY DIFFERENT.
THE SURVEY COULD HAVE JUST AS EASILY BEEN DONE IF IT HAD BEEN MAILED OUT.
60 DAY WINDOW TOO SHORT A TIME TO MEASURE.
WE'RE GLAD YOU'RE INTERESTED IN AVIATION SAFETY
I THOUGHT IT WAS QUITE INTERESTING. I GLAD WE GOT IT DONE.
YOU SHOULD INCLUDE THE QUESTION "DO YOU THINK IT'S IMPORTANT AS A HELICOPTER PILOT TO KNOW ALL THE PROCEDURES OF A HELICOPTER PILOT.
THINKS TIME FRAME OF INTERVIEW SHOULD INCLUDE THE LAST 6 MONTHS.

<b>GAD5A</b>
FOCUS IS A LITTLE HEAVY ON "[LOCATION X]-TYPE" OR AIRLINE FLYING. NOT NEARLY ENOUGH COVERS UTILITY PILOTS OF FIRE RESCUE HELICOPTER PILOTS.
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
GOOD JOB
TIME FRAMES ARE RESTRICTIVE FOR DATA.
WANTS TO KNOW WHY WE CANNOT BE MORE SPECIFIC TO WHAT WE REALLY WANT OR NEED.
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 CLARIFICATIONS OR EXPLANATIONS OF POINTS GIVEN. FIRST PART OF THE INTERVIEW SHOULD BE ANONYMOUS.
YOU SHOULD ASK SOME QUESTIONS ABOUT THE TEMPORARY FLIGHT RESTRICTIONS.
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.
MANY QUESTIONS DO NOT APPLY TO [AIRCRAFT TYPE X] PILOTS. RESPONDENT FLIES MOSTLY IN GOOD WEATHER. RESPONDENT LIVES IN [LOCATION X].
THIS MIGHT BE ABLE TO BE DONE ON INTERNET/MIGHT SAVE TIME FOR CALLERS ETC.
ONLY ON THE APPLICABILITY OF THE SURVEY FOR [OCCUPATION X] [AIRCRAFT TYPE X] FLYING.
IT'S A GOOD THING.
IT WOULD HAVE BEEN BEST IF QUESTIONS WERE ASKED IN RELATION TO HOURS FLOWN INSTEAD OF NUMBER OF FLIGHTS.
WOULD LIKE TO SEE THEM RE-ADDRESS THE PILOT REST SITUATIONS. SOMETIMES HE HAS TO FLY LONG HOURS WHILE FIGHTING FOREST FIRES FOR THE [AGENCY X]. NOT ENOUGH AIR TRAFFIC CONTROLLERS AND IT IS HARD TO GET COMMUNICATION IN BUSY AREAS.
INCREASE 180 DAYS, NOT 60 DAY. INCREASING POPULATION OF PILOTS.
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.

<b>GAD5A</b>
THE SLANT OF QUESTIONS APPEARS THAT WHOEVER IS CONDUCTING SURVEY, THEIR MIND IS MADE UP THAT [AIRCRAFT TYPE X] ARE RISKY.
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.
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 A LOT MORE INTERESTING.
SHOULD COVER A LONGER TIME PERIOD THAN 60 DAYS; IN GENERAL HIS OPINION OF THE SURVEY IS THAT HE WOULD HAVE MORE INPUT TO PROVIDE IF HE KNEW MORE AHEAD OF TIME - IS WILLING TO WRITE A LETTER PROVIDING MORE INFORMATION THAN WHAT THIS SURVEY COVERS.
SURVEYORS SHOULD KNOW MORE ABOUT AVIATION.
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 WILL BE DETERMINED BY DENSITY ALTITUDE AND WINDS AS OPPOSED TO STANDARD GROSS WEIGHT. IF WE LOOSE AN ENGINE ON TAKEOFF GOING INTO WATER. [AIRCRAFT TYPE X] NEEDS TO REDESIGN THEIR ROTOR HEAD ON [AIRCRAFT TYPE X]. LABOR INTENSIVE ON TRACK AND BALANCING.
THE SIXTY DAY PARAMETERS SHOULD BE EXTENDED.
SURVEY SHOULD COVER 6 MONTHS. BELIEVE 60 DAYS IS TOO SHORT WITH WEATHER CHANGES AND SEASONS.
SOME OF THE QUESTIONS SEEMED TO BE MORE GEARED TOWARDS AIRPLANES.
RUNWAY INCURSIONS NEED TO BE ADDRESSED MORE IN DEPTH DURING THE SURVEY
DID NOT SEE ANYTHING WITH THE QUESTIONS THAT WOULD HAS ANYTHING TO DO WITH SAFETY PROBLEMS
MAKE GREATER THAN 60 DAYS
A 60 DAY TIME FRAME IS NOT GOING TO GIVE AN ACCURATE TIME FRAME OF EVENTS.
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.
WOULD LIKE TO SEE RESULTS

<b>GAD5A</b>
WHY ARE YOU ONLY ASKING ABOUT THE LAST 60 DAYS?
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.
WEATHER CONDITIONS SHOULD BE CONSOLIDATED OR CONDENSED TO BE MORE USER-FRIENDLY, POSSIBLE SURVEY ON THE INTERNET TO SAVE TIME
FOR DATA PURPOSES THE SURVEY WILL BE SLIGHTLY SKEWED BECAUSE OF RECENT FLIGHT EXPERIENCE.
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.
HAVE SOMEONE FAMILIAR WITH UTILITY OPERATIONS HELP PUT THE NEXT SURVEY TOGETHER.
SHOULD BE MORE THAN 60 DAYS COVERED IN THIS SURVEY.
ONLY THAT I FLY MOSTLY FAR 133
THERE MORE SAFETY ISSUE THAN WITH THE ACTUAL FLYING
THE QUESTION ABOUT ICING IS BOGUS WHEN ASKED IN THE SUMMER SEASON THERE COULD VERY WELL BE PEOPLE HAVING ISSUES WITH ICING IF YOU DID THE SURVEY IN THE WINTER. A 60-DAY WINDOW IS PRETTY SMALL TO ASK ABOUT FAILURES OF LOW ROTOR ETC. THE SURVEY SHOULD BE BASED ON THE LAST YEAR OR SOMETHING A LITTLE MORE OPEN THAN THE LAST 60 DAYS. MAYBE TO ASK FOR TOTAL YEARS FLYING EXPERIENCE WOULD BE MORE RELEVANT.
MORE QUESTIONS GEARED TO HELICOPTER FLYING AS OPPOSE TO FIXED WING AIRPLANES
QUESTIONS ARE NOT SEASONAL IN CONTENT DUE TO 60 DAY LIMITATIONS
RESPONDENT SAYS NASA SHOULD HAVE A SPECIALIST GO TO AIRFIELDS FOR OBSERVATION OF ALL DIFFERENT PILOTS.
I THINK THAT SURVEYS SHOULD BE REOCCURRING.
CONCERNED ABOUT CARELESS AIRPLANE PILOTS. WANTS THESE PILOTS TO BE AWARE THAT THERE ARE OTHER PILOTS OUT THERE AND THAT THEY NEED TO BE COURTEOUS AND MAKE GOOD POSITION REPORTS.
THE QUESTIONS ARE NOT SPECIFIC ENOUGH TO AIRLINE AND AIR TRAVEL SAFETY OVERALL
THE LAST 60 DAYS IS NOT ENOUGH TIME FRAME TO HAVE EXPERIENCED THINGS
BROADEN TIME FRAME BEYOND 60 DAYS. PLEASE CONSIDER WIDENING TO 6 MONTHS OR 1 YEAR. YOU WOULD CAPTURE MUCH MORE DATA.

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<b>GAD5A</b>
WHY IS NASA DOING THIS SURVEY? (READ TO HIM VERBATIM REASONS IT IS BEING DONE.)
GO FARTHER BACK THAN 60 DAYS TO GET ACCURATE ANSWERS
APPRECIATE THE LETTER SENT INFORMING THAT A CALLER WOULD INITIATE INTERVIEW. APPRECIATE INTERVIEWER'S PATIENCE GOING OVER QUESTIONS FOR ACCURACY.
SAFETY SURVEYS ARE VERY GOOD
WRITTEN SURVEY WOULD BE BETTER THAN OVER THE PHONE BECAUSE YOU CAN USE YOUR FAA LOGBOOK
THE WEATHER RELATED QUESTIONS SHOULD BE ASKED DURING THE WINTER SEASONS BECAUSE THEY ARE NOT RELEVANT DURING THIS SEASON
NO
THINK IT IS A GOOD SURVEY. ADD MORE ATC CONFLICTION WITH IDENTIFYING THE TRANSPONDER CODE.
THE THIRD [AIRCRAFT TYPE X] WAS ACTUALLY A [AIRCRAFT TYPE X].
I THINK IT WAS GREAT. I'M GLAD TO PARTICIPATE.
WOULD LIKE A COPY OF THE RESULTS
NEED TO BE MORE RELATED TO HELICOPTER FLYING AS OPPOSED TO AIRPLANES AND COVER MORE TIME (YEAR).
THINKS THE WINDOW SHOULD BE MORE THAN 60 DAYS
SHOULD COVER A LONGER TIME SPAN. MORE TRAUMATIC EXPERIENCES IN A PILOTS EXPERIENCE. MANY EXPERIENCES GO UNASKED. ABOUT.
RESPONDENT THINKS IT WOULD BE EASIER TO DO ON INTERNET FOR US AND PILOTS.
IN THE LETTER IT SHOULD SUGGEST TO HAVE YOUR LOG BOOK AVAILABLE FOR NUMBER OF HOURS.
PERIOD OF TIME 60 DAYS IS TOO SHORT FAR AS EMS PILOT IT SHOULD BE LONGER 6 MONTHS
THOUGHT MOST OF THE QUESTIONS WERE VERY RELEVANT
60 DAY PERIOD TOO SHORT.
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.
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.

NAOMS General Aviation Section D (Rotorcraft) - Final GAD5A

<b>GAD5A</b>
FEELS THE REPOSSES SHOULD BE MORE TIMELY
NOT ENOUGH QUESTIONS ON OFF SHORE [AIRCRAFT TYPE X] FLYING.
JUST WISH THERE MAY HAVE BEEN PRIOR NOTIFICATION OF THE TIMEFRAME OR REFERENCE, I MAY HAVE BEEN BETTER PREPARED WITH MORE ACCURATE NUMBERS.
60 DAYS IS A SHORT PERIOD OF TIME TO GET A SPAN OF WHAT PILOTS ARE DOING.
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
60 DAYS IS NOT LONG ENOUGH FOR THIS SURVEY .THE BEST RESULTS WOULD BE BETWEEN MAY TO AUG. THIS SURVEY SHOULD GO BACK AT LEAST 120 DAYS IF NOT 6 MONTHS.
EXCELLENT SURVEY
USE AIRBORNE WEATHER ASSOCIATION FOR INFORMATION AND PILOTS TO PARTICIPATE.
I'M VERY GLAD NASA DOING THIS SURVEY ESPECIALLY FOR HELICOPTER PILOTS.
ACCORDING TO HIS MAP HE WENT AROUND CLASS B AIR SPACE AND WHEN HE WENT TO GET CLEARANCE TO ENTER CLASS B AIR SPACE HE WAS INFORMED HE WAS ALREADY IN IT WHICH ACCORDING TO HIS MAP HE WASN'T. MISS COMMUNICATION WITH ATC.
TIME FRAME NEEDS TO BE EXPANDED FROM 60 DAYS TO 1 YEAR. 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.
WEATHER BRIEFERS SEEM TO BE TOO CONSERVATIVE. BY BEING TOO CONSERVATIVE HURTS THEIR CREDIBILITY.
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.
THE INTERNET WOULD BE A GOOD WAY TO TAKE THIS SURVEY. I DID ONE SIMILAR TO THIS FOR THE HELICOPTER ASSOCIATION OVER THE INTERNET.
I'M GLAD YOU'RE DOING THE SURVEY.
I THINK THIS IS EXCELLENT.
FOCUS IS A LITTLE HEAVY ON "EASTERN-TYPE" OR AIRLINE FLYING. NOT NEARLY ENOUGH COVERS UTILITY PILOTS OF FIRE RESCUE HELICOPTER PILOTS.

<b>GAD5A</b>
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.
UNABLE TO EXPOUND ON SOME OF THE QUESTIONS.
A LOT OF PEOPLE DON'T 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 W
SHOULD ENCOMPASS ALL TYPES OF HELICOPTER 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 FILL IT OUT AT HOME.
RESPONDENT FLIES FOR LAW ENFORCEMENT WITHOUT VFR FLIGHT PLANS. [LOCATION X] LAW ENFORCEMENT DOES NOT FOLLOW ATC FLIGHT PLANS.
THINK THE SURVEY SHOULD HAVE A BROADER SCOPE OF TIME THAN THE LAST 60 DAYS.