

NAOMS Air Carrier Section D (Missing 407) as Redacted - Numeric

RandomID	D1	D2	D3	D4	D5
384.407	4	0	0	1	0
245.407	5	1	1	1	1
368.407	3	1	1	1	0
350.407	5	0	0	1	0
342.407	4	0	1	1	0
242.407	5	0	0	1	0
7.407	5	0	0	1	0
141.407	5	0	1	1	0
193.407	5	0	0	1	0
303.407	5	0	1	1	0
289.407	4	0	1	1	0
31.407	5	0	1	1	0
107.407	4	1	1	1	0
391.407	5	0	1	1	0
78.407	5	0	0	1	0
55.407	4	0	0	1	0
64.407	5	0	0	1	0
278.407	5	0	0	1	0
117.407	3	0	1	1	0
236.407	5	0	0	1	0
346.407	5	0	0	1	0
106.407	3	0	0	1	0
188.407	4	0	1	1	0
293.407	4	0	0	1	1
365.407	5	0	0	1	0
271.407	5	0	0	1	0
273.407	4	0	1	1	0
281.407	4	0	1	1	0
340.407	4	0	1	1	0
329.407	4	0	1	1	0
394.407	4	0	1	1	0
229.407	4	0	0	1	0
318.407	4	0	1	1	0
393.407	5	0	1	1	0

NAOMS Air Carrier Section D (Missing 407) as Redacted - Numeric

RandomID	D1	D2	D3	D4	D5
160.407	4	0	1	1	0
185.407	3	0	0	1	0
347.407	5	0	1	1	0
118.407	4	0	1	1	0
126.407	4	0	1	0	0
381.407	4	0	0	1	0
349.407	3	0	0	1	0
371.407	4	0	0	1	0
255.407	4	1	1	1	1
218.407	5	0	0	1	0
15.407	3	0	1	1	0
200.407	5	0	0	1	0
28.407	5	0	1	1	0
207.407	4	0	0	1	0
2.407	5	0	0	1	0
211.407	4	1	1	1	0
265.407	5	0	0	1	0
84.407	4	1	0	1	0
154.407	5	0	0	1	0
295.407	5	0	1	1	0
214.407	5	0	0	1	0
372.407	4	1	0	1	0
354.407	4	0	1	1	0
164.407	4	0	1	1	1
10.407	4	0	0	1	0
82.407	4	0	0	1	0
39.407	5	0	0	1	1
41.407	4	1	1	1	0
339.407	5	0	0	1	1
220.407	5	0	0	1	0
63.407	5	0	1	1	0
401.407	4	0	0	1	0
356.407	5	1	0	0	0
135.407	4	0	0	1	0

NAOMS Air Carrier Section D (Missing 407) as Redacted - Numeric

RandomID	D1	D2	D3	D4	D5
110.407	5	0	0	1	0
336.407	2	1	1	1	0
328.407	4	1	1	1	0
76.407	5	0	1	1	0
77.407	4	0	1	1	0
124.407	3	1	0	1	0
45.407	4	1	1	1	0
282.407	5	0	0	1	0
276.407	5	0	0	1	0
333.407	5	0	0	1	0
149.407	4	0	0	1	0
113.407	4	0	0	1	0
403.407	5	0	0	1	0
87.407	3	0	1	1	0
156.407	4	1	1	1	0
131.407	5	0	0	1	0
250.407	5	0	0	1	0
187.407	5	0	0	1	0
309.407	5	0	1	1	0
247.407	4	0	1	1	0
385.407	5	0	1	1	0
225.407	5	0	1	1	0
30.407	4	0	1	1	0
59.407	4	0	1	1	0
344.407	3	0	0	1	0
143.407	3	0	0	1	0
313.407	4	0	1	1	0
190.407	5	0	1	1	1
390.407	4	0	0	1	0
231.407	4	0	0	1	0
172.407	4	0	0	1	0
300.407	5	0	0	1	0
227.407	5	0	1	1	0
400.407	5	0	0	1	0

NAOMS Air Carrier Section D (Missing 407) as Redacted - Numeric

RandomID	D1	D2	D3	D4	D5
140.407	5	0	1	1	0
70.407	4	1	1	1	0
130.407	5	0	0	1	0
127.407	5	1	1	1	0
370.407	5	0	0	1	0
361.407	4	0	1	1	0
239.407	4	1	1	1	0
196.407	4	0	0	1	0
290.407	5	1	0	1	0
216.407	4	0	1	1	1
198.407	4	0	0	1	0
345.407	4	0	1	1	0
277.407	5	0	0	1	0
103.407	4	0	0	1	0
144.407	5	0	0	1	0
392.407	4	0	1	1	0
125.407	5	1	1	1	0
102.407	5	0	1	0	0
161.407	5	0	0	1	0
157.407	3	0	0	1	0
302.407	4	0	1	1	1
5.407	5	1	0	1	0
253.407	5	1	1	1	0
97.407	4	0	0	1	0
279.407	5	0	1	1	1
25.407	5	0	1	1	1
52.407	4	1	0	1	0
232.407	3	0	1	1	0
147.407	5	1	1	1	0
283.407	5	0	0	1	0
321.407	4	0	0	1	0
373.407	5	0	1	1	0
319.407	3	0	0	1	1
378.407	5	0	0	1	0

NAOMS Air Carrier Section D (Missing 407) as Redacted - Numeric

RandomID	D1	D2	D3	D4	D5
171.407	5	0	1	1	0
374.407	5	0	1	1	0
238.407	4	1	0	1	0
44.407	5	0	1	1	0
258.407	4	1	1	1	0
306.407	5	1	1	1	0
114.407	4	0	0	1	0
402.407	5	0	0	1	0
357.407	5	0	1	1	0
379.407	4	0	1	1	0
259.407	4	0	0	1	0
204.407	5	0	0	1	0
331.407	5	1	0	1	0
397.407	5	0	0	1	0
112.407	4	0	1	1	0
377.407	5	0	1	1	0
355.407	4	0	0	1	0
323.407	5	0	0	1	0
152.407	3	0	0	1	0
367.407	5	0	1	1	0
75.407	5	0	0	1	0
57.407	5	0	1	1	0
256.407	4	0	1	1	0
105.407	5	0	0	1	0
301.407	4	0	1	1	0
100.407	5	0	1	1	0
399.407	4	0	1	1	0
120.407	4	0	1	1	0
359.407	5	0	0	1	0
201.407	4	0	1	1	0
334.407	4	0	1	1	0
222.407	4	0	0	1	0
312.407	4	0	0	1	1
162.407	5	0	0	1	0

NAOMS Air Carrier Section D (Missing 407) as Redacted - Numeric

RandomID	D1	D2	D3	D4	D5
122.407	4	0	0	1	0
266.407	4	0	1	1	0
169.407	4	0	1	1	0
38.407	3	0	0	1	0
166.407	5	0	0	1	0
317.407	5	0	0	1	0
307.407	5	0	0	1	0
261.407	5	1	1	1	1
111.407	4	0	1	1	0
85.407	5	0	1	1	0
19.407	5	0	0	1	0
320.407	5	0	0	1	0
183.407	5	0	0	1	0
1.407	3	1	1	1	0
264.407	4	0	0	1	0
48.407	5	0	0	1	0
322.407	5	0	0	1	1
235.407	4	1	1	1	1
212.407	5	0	1	1	0
314.407	4	0	0	1	0
32.407	5	0	0	1	0
60.407	5	1	0	1	0
268.407	4	0	1	1	0
294.407	5	0	0	1	0
98.407	4	0	1	0	0
351.407	4	0	0	1	0
56.407	4	0	1	1	0
34.407	4	1	1	0	0
310.407	5	0	1	1	0
396.407	4	0	0	1	0
343.407	5	1	1	1	0
51.407	5	0	0	1	0
20.407	4	0	1	1	1
17.407	4	0	1	1	0

NAOMS Air Carrier Section D (Missing 407) as Redacted - Numeric

RandomID	D1	D2	D3	D4	D5
174.407	5	0	0	1	0
29.407	5	0	1	1	1
16.407	5	0	0	1	1
61.407	3	0	0	1	0
74.407	4	0	1	1	0
223.407	5	0	0	1	0
287.407	4	0	0	1	0
109.407	3	1	1	1	0
195.407	5	0	0	1	0
194.407	4	0	0	1	0
407.407	4	0	0	1	0
177.407	4	1	0	0	0
132.407	5	0	0	1	1
228.407	5	0	1	1	1
27.407	3	0	0	1	0
375.407	4	0	1	1	0
280.407	3	1	0	1	1
376.407	4	0	1	1	0
269.407	4	0	0	1	0
93.407	4	1	1	1	0
115.407	3	0	1	1	0
101.407	4	0	0	1	0
202.407	5	0	1	1	0
197.407	5	0	0	1	0
308.407	4	1	0	1	0
133.407	5	0	0	1	0
163.407	5	0	1	1	0
72.407	4	0	1	1	0
179.407	5	0	1	1	0
168.407	5	0	0	1	0
181.407	5	0	0	1	0
386.407	4	0	0	1	0
79.407	4	0	0	1	0
404.407	5	0	0	1	0

NAOMS Air Carrier Section D (Missing 407) as Redacted - Numeric

RandomID	D1	D2	D3	D4	D5
299.407	5	0	0	1	0
134.407	5	0	0	1	0
90.407	4	0	1	1	0
53.407	4	0	0	1	0
332.407	5	0	0	1	0
11.407	5	0	1	1	0
121.407	3	0	0	1	0
145.407	5	0	0	1	0
206.407	4	0	0	1	0
237.407	4	1	0	1	1
199.407	4	0	1	1	0
180.407	4	0	1	1	0
43.407	4	0	1	1	0
69.407	5	0	0	1	0
159.407	5	0	0	0	0
382.407	5	0	1	1	0
315.407	5	0	1	1	0
9.407	5	0	1	1	0
233.407	5	0	1	1	0
37.407	4	0	0	1	0
191.407	5	0	1	1	1
62.407	5	0	1	1	0
175.407	5	0	1	0	0
288.407	4	0	0	1	0
274.407	4	0	1	1	0
65.407	4	1	1	1	0
146.407	5	0	1	1	0
47.407	3	0	0	1	0
286.407	5	0	1	1	0
383.407	4	0	0	1	0
150.407	4	0	1	1	1
40.407	5	0	0	1	0
137.407	5	0	1	1	0
186.407	5	0	0	1	0

NAOMS Air Carrier Section D (Missing 407) as Redacted - Numeric

RandomID	D1	D2	D3	D4	D5
128.407	5	0	1	1	0
366.407	4	0	0	1	0
13.407	5	0	0	1	0
217.407	5	0	1	1	0
316.407	2	0	0	1	0
254.407	5	0	0	1	0
263.407	4	0	1	1	1
88.407	4	0	0	1	0
272.407	5	0	1	1	0
208.407	3	0	1	0	0
167.407	4	0	1	1	0
219.407	5	0	1	1	0
58.407	5	0	0	1	0
148.407	4	0	0	1	0
267.407	4	0	0	1	0
165.407	4	0	0	1	0
348.407	4	0	0	1	0
369.407	4	0	0	0	1
337.407	4	0	0	1	1
205.407	4	0	1	1	0
192.407	5	0	0	1	0
184.407	4	0	0	1	0
83.407	5	0	0	1	0
363.407	4	0	1	1	0
50.407	5	0	0	1	0
26.407	5	0	0	1	0
35.407	5	0	0	1	0
36.407	4	0	0	1	0
398.407	4	0	0	1	0
138.407	5	0	1	1	0
360.407	5	0	1	1	0
284.407	4	0	0	1	0
246.407	5	0	0	1	0
139.407	3	0	1	1	0

NAOMS Air Carrier Section D (Missing 407) as Redacted - Numeric

RandomID	D1	D2	D3	D4	D5
142.407	3	0	1	1	0
244.407	5	0	1	1	0
297.407	4	0	1	1	0
42.407	3	0	0	1	0
251.407	3	0	1	1	0
73.407	5	0	1	1	0
66.407	4	0	0	1	0
95.407	5	0	0	1	0
6.407	4	1	0	1	0
327.407	5	0	0	1	0
326.407	4	0	0	1	0
80.407	4	0	1	1	0
92.407	5	0	0	1	0
108.407	5	0	1	1	0
8.407	5	0	0	1	0
241.407	4	0	0	1	0
21.407	5	0	0	1	0
209.407	5	0	1	1	0
380.407	4	0	1	1	1
248.407	4	0	0	1	0
33.407	4	0	1	1	0
389.407	4	0	1	1	0
257.407	5	0	0	1	0
89.407	4	1	1	1	0
243.407	3	0	1	1	1
182.407	5	0	1	1	1
119.407	5	0	1	1	0
22.407	5	0	0	1	0
94.407	4	0	1	1	0
262.407	4	0	1	1	0
249.407	3	0	0	1	0
406.407	4	1	1	1	0
362.407	4	0	0	1	0
226.407	5	0	0	1	0

NAOMS Air Carrier Section D (Missing 407) as Redacted - Numeric

RandomID	D1	D2	D3	D4	D5
270.407	4	0	0	1	0
364.407	5	0	0	1	0
155.407	5	0	0	1	1
96.407	4	0	0	1	0
173.407	4	0	1	1	1
260.407	5	0	0	1	0
311.407	5	0	1	1	0
252.407	5	0	0	1	0
86.407	5	0	0	1	0
12.407	4	0	1	1	0
224.407	3	1	1	1	1
4.407	4	0	1	1	0
170.407	4	0	1	1	0
189.407	5	0	0	1	0
123.407	5	0	0	1	0
203.407	4	0	0	1	0
240.407	4	0	1	1	0
405.407	5	0	1	1	0
23.407	5	0	0	1	0
24.407	4	0	0	1	0
275.407	4	0	0	1	0
67.407	5	0	1	1	0
178.407	5	0	1	1	0
71.407	4	0	0	1	0
221.407	4	1	1	1	0
213.407	3	1	0	1	0
358.407	4	0	0	1	1
304.407	4	0	1	1	0
230.407	4	0	0	1	0
352.407	5	1	1	0	0
116.407	4	0	0	0	0
292.407	4	0	0	1	0
14.407	4	0	0	1	1
176.407	5	1	1	1	0

NAOMS Air Carrier Section D (Missing 407) as Redacted - Numeric

RandomID	D1	D2	D3	D4	D5
305.407	5	0		1	0
388.407	4	0	1	1	1
296.407	5	0	1	1	0
136.407	4	0	0	1	0
91.407	4	0	0	1	0
353.407	5	0	0	1	0
341.407	4	0	1	1	0
68.407	3	0	0	1	0
285.407	5	0	1	1	0
153.407	4	0	1	1	0
330.407	4	0	0	1	0
325.407	4	0	1	1	0
151.407	4	0	1	1	0
54.407	4	0	1	1	0
81.407	4	0	0	1	0
298.407	4	0	1	1	0
324.407	4	0	0	1	0
3.407	4	0	0	1	0
338.407	4	0	0	1	0
291.407	5	0	0	1	0
49.407	5	0	1	1	0
215.407	4	1	1	1	0
395.407	5	0	1	1	1
234.407	5	0	1	1	0
46.407	4	0	1	1	0
18.407	5	1	0	1	0
387.407	3	0	1	1	1
104.407	4	0	1	1	0
335.407	4	0	1	1	0
210.407	5	0	1	1	0
158.407	5	0	0	1	0
99.407	4	0	1	1	0
129.407	2	0	0	1	1

RandomID	D2a
255.407	WE1
211.407	IC4B
45.407	CP3
156.407	AH3
239.407	WE1
125.407	AH3
5.407	AH1
331.407	ICIB9
343.407	ER5A
89.407	GE8
224.407	AT1A
221.407	AT1
213.407	AH9
352.407	IC4B
176.407	IC1
215.407	IC1B6

RandomID	D2b
NO DATA	

RandomID	D2c
NO DATA	

RandomID	D2d
NO DATA	

RandomID	D2e
NO DATA	

NAOMS Air Carrier Section D (Missing 407) as Redacted - D3A

RandomID	D3A
245.407	FREQUENCY CONGESTION DURING POOR WEATHER, GOING INTO [LOCATION A] FOR EXAMPLE, WILL HAVE YOU ON COMPLEX ARRIVAL. THEY WILL CHANGE IT AT THE LAST MINUTE. OVERLOADED WITH INFORMATION AT THE LAST MINUTE.
368.407	FLIGHT CREW DUTY TIME, MARSHALLING PROCEDURES, BELLIGERENT CUSTOMERS.
342.407	FLIGHT DUTY TIME REGULATIONS.
141.407	IF PASSENGER GOT OFF CONNECTING FLIGHT BUT BAGS STAY ON PLANE SHOULD BAGS BE TAKEN OFF PLANE WHEN PASSENGER GOT OFF PLANE.
303.407	FATIGUE ISSUES, AND CREW REST.
289.407	CREW REST REQUIREMENTS
31.407	COCKPIT SAFETY FROM INTRUDERS
107.407	CONGESTION IN TERMINAL AREA AFFECTS ATC COMMUNICATION
391.407	CONTROL TOWERS' INSTRUCTIONS WHILE ON FINAL WHILE LANDING OR ROLLING OUT.
117.407	SHOULD ASK ABOUT NEW GENERATION AIRCRAFT ELEVATOR TAIL FLUTTER
188.407	LAND AND HOLD SHORT OPERATIONS
273.407	FIRST OFFICERS PROMOTED TO CAPTAIN AND SOCIAL DYNAMICS OF INTERACTING WITH A YOUNG CAPTAIN. LEVEL OF AUTHORITY IS DIMINISHED WITH SO YOUNG A CAPTAIN. COMPANY STRESSES WE FLY AS WE TRAIN. CAN BE DEVIATIONS FROM PROFESSIONALISM BY RELAXING THE STANDARDS.
281.407	CONFLICT BETWEEN COMMERCIAL AND MILITARY
340.407	MONITORING GUARD - IF THIS IS A PERMANENT POLICY, WE NEED TO HAVE PASSIVE GUARD RECIEVERS. CURRENTLY, IF WE NEED TO CONTACT THE RAMP AND ATC, WE LOSE GUARD CAPACITY.
329.407	TOO CLOSE IN SPACING IS BAD FOR PILOTS, TOO MUCH CONGESTION, ANTI-AIRCRAFT BEING STATIONED AROUND GROUND LOCATIONS, WANTS GUNS IN THE COCKPIT, NEED TO RE-EVALUATE SHOOT-DOWN OF COMMERCIAL AIRCRAFT.
394.407	WEATHER - REPORTING SEVERE WEATHER WHEN IT'S NOT.
318.407	AIR TRAFFIC CONTROL CLEARANCE READ-BACKS.
393.407	HOW MANY TIMES WERE ROUTE CLEARANCES CHANGED BEFORE TAKEOFF, HOW MANY TIMES RNAV APPROACHES WERE DEVIATED FROM.
160.407	DECREASED SPEED OF ATC RESPONSES.
347.407	THERE IS A PROBLEM WITH MILITARY PLANES BEING ON HIGH FREQUENCIES WHILE COMMERCIAL FLIGHTS ARE ON VHF. WE CANNOT HEAR THEM AND THIS IS DANGEROUS. ALL PLANES IN HIGH TRAFFIC AREAS SHOULD BE ON THE SAME FREQUENCIES.
118.407	ADDITIONAL WEATHER FORECASTING INFORMATION.

NAOMS Air Carrier Section D (Missing 407) as Redacted - D3A

RandomID	D3A
126.407	REST REQUIREMENTS
255.407	INTERACTION BETWEEN ATC AND FLIGHT CREWS...SUCH AS NEED FOR PROPER SPACING, WAKE TURBULENCE ENCOUNTERS (THERE SHOULD BE AN AUTOMATIC REPORT). THERE APPEARS TO BE BARRIERS PREVENTING ATC FROM REPORTING ERRORS, AS WELL AS BARRIERS TO PILOTS REPORTING.
15.407	FREQUENCY CONGESTION IS A SAFETY ISSUE FOR THE CONTROLLER AND THE PILOT. REAL-TIME WEATHER ONBOARD OR IN THE COCKPIT SOMEHOW.
28.407	PROBLEMS WITH GROUND CONTROL. ALSO, TAXIWAY AND AIRPORT MARKINGS.
211.407	ATC FREQUENCY CONGESTION WOULD BE A GOOD ONE.
295.407	LATERAL AND INVERTED ASSIGNMENT IN CLASS B AIR SPACE/WAKE TURBULENCE PROBLEMS.
354.407	LIGHTENING STRIKES
164.407	FREQUENCY SATURATION; CROSS TALK
41.407	FREQUENCY CONGESTION
63.407	MORE QUESTIONS DIRECTED TOWARDS ATC.
336.407	ATC IN CERTAIN AREAS ARE NOT EXPERIENCED, FOR INSTANCE IN [LOCATION A]. A LOT OF ASSUMING GOING ON AND NOT KNOWING EXACTLY WHAT'S GOING ON. COMMUNICATION SOMETIMES HAS BAD FREQUENCY IN SOME AREAS. GROUND COMMUNICATION PROBLEMS.
328.407	COMPENSATORY REST VERSUS ACTUAL REST
76.407	ATC AND AIRCREW MEMBERS SHOULD VERIFY CLEARANCES IF THEY DO NOT UNDERSTAND. BELIEVE THIS IS NOT DONE ON A REGULAR BASIS. REPEATING THE ALTITUDE TWICE WOULD BE ANOTHER GOOD IDEA.
77.407	TRYING TO INFORM ATC ABOUT CLEARANCE TO INFORMATION COMING FROM TWO AIRCRAFT AT THE SAME TIME.
45.407	BETTER AWARENESS OF EN ROUTE TURBULENCE ESPECIALLY IN [LOCATION A].
87.407	FATIGUE
156.407	LAND AND HOLD SHORT ISSUE.
309.407	FATIGUE
247.407	PRIMARY IS FREQUENCY CONGESTION, ESPECIALLY IN TERMINAL AREA. WEATHER AVOIDANCE AND ATC ROUTING.
385.407	PILOTS ARE ATTEMPTING TO RESPOND TO APPROACH SITUATIONS WITH FLEXIBILITY. MINIMIZE THE NUMBER OF FREQUENCY CHANGES IN ORDER TO AVOID PROBLEMS. TOO MANY CHANGES GIVEN AT LAST MINUTE ON APPROACHES.
225.407	CONCERN ABOUT THE NUMBER OF AIRCRAFT OPERATING OUT OF THE HUBS AND USE OF PRM APPROACHES.

RandomID	D3A
30.407	LAND AND HOLD SHORT OPERATIONS
59.407	ARE THERE ANY OTHER INFLIGHT EMERGENCIES THAT HAVE OCCURED WITHIN THE LAST 60 DAYS . THIS SHOULD BE ONE OF THE QUESTIONS. NOTHING MENTIONED ABOUT PILOT FATIGUE. A WHOLE GROUP OF QUESTIONS.
313.407	FREQUENCY CONGESTION AND RADIO BLOCKING
190.407	AUTOMATED SYSTEMS
227.407	CONTROLLERS ARE TRYING TO BE TO HELPFUL WHEN THEY JUST SHOULD BE QUIET. THIS HAPPENS WHEN TOO MANY THINGS ARE GOING ON AT ONCE.
140.407	ADVERSARIAL CONTACTS BEWTWEEN [LOCATION A] AND [LOCATION B]. NO SMOOTH TRANSITION BETWEEN TRAFFIC FLOWS, SPEED CHANGES ON INBOUND.
70.407	AIRLINE SECURITY; NON FLIGHT CREWMEMBERS RIDING ON FLIGHT IN UNSECURED SITUATION (JUMP SEATERS).
127.407	SECURITY AND RADIO CONGESTION. THE TECHNOLOGY WE'RE USING FOR RADIOS IS 50 YEARS OLD AND NOBODY WANTS TO IMPROVE WITH ANTI-BLOCKING DEVICES. SAFETY CONCERNS INVOLVE RUNWAY INCURSIONS AND GROUND COLLISIONS DUE TO FREQUENCY CONGESTION.
361.407	CREW REST, DUTY REQUIREMENTS
239.407	RADIO COMMUNICATIONS WITH APPROACH CONTROL AT BUSIER AIRPORTS, AIRCRAFT ON INITIAL CONTACT STEPPING ON OTHER RADIO COMMUNICATIONS. ATC SHOULD CONSIDER MAKING THE INITIAL CONTACT TO AIRCRAFT ENTERING AIRSPACE.
216.407	HOW MANY TIMES HAVE AIR TRAFFIC CONTROLLER NOT BEEN ABLE TO RESPOND TO A TRAFFIC MATTER AND RADIO FREQUENCIES. HOW MANY TIMES RESPONDED TO FREQUENCY CONGESTION IN A TIMELY MANNER.
345.407	PILOTS ARE FORCED TO FLY WHILE THEY ARE SICK AND I FEEL THAT THIS IS WRONG. IT HAPPENS A LOT. CAPTAINS' AUTHORITY IS DIMINISHING WHICH WILL LEAD TO PROBLEMS, COMPANIES ARE RUNNING THE SHOW AND NOT LETTING THE CAPTAINS HAVE A FIRM STAND.
392.407	COMMUNICATIONS PROBLEMS WITH ATC, NOT FOLLOWING FORMAT ON HOW TO GIVE CLEARANCE, NOT USING PROPER TERMINOLOGY. COMMUNICATONS AT ATC IS A PROBLEM.
125.407	NEED TO ASK ABOUT CLEAR AIR TURBULENCE. MANY QUESTIONS MIGHT BE IMPORTANT.
102.407	LANDING AND HOLD SHORT CLEARANCES.
302.407	TO KNOW HOW OFTEN FIRST OFFICER THOUGHT THE CAPTAIN WAS MAKING A WRONG DECISION THAT AFFECTED SAFETY OF THE FLIGHT.
253.407	ABOUT THE AGE OF AIRCRAFT. FOR EXAMPLE, [AIRCRAFT TYPE A].
279.407	UNDERLYING PILOT STRESS AND FRUSTRATION FROM LABOR CONCESSIONS VERSUS MANAGER SALARIES AND BONUSES. POTENTIALLY AFFECTING SAFETY OF FLIGHT.

NAOMS Air Carrier Section D (Missing 407) as Redacted - D3A

RandomID	D3A
25.407	FATIGUE, RULES ABOUT PILOT FATIGUE, DUTY LIMITS
232.407	THERE ARE PROBLEMS ASSOCIATED WITH COMPANY POLICIES OF CREW SCHEDULING AND REQUIRED REST.
147.407	SEPARATION STANDARDS IN APPROACH ENVIRONMENTS, PARTICULARLY DURING FINAL APPROACHES.
373.407	CREW DUTY LIMITATIONS MORE SPECIFIC TO INCLUDE INTERNATIONAL FLIGHT TIMES FOR SUPPLEMENTAL OPERATIONS.
171.407	STILL SEEING LACK OF AIRPORT SECURITY. SPECIFICALLY USA, [AIRPORT X].
374.407	INEFFICIENCY IN SOME OF AIR TRAFFIC CONTROLLING. ATC AREAS OF JURISDICTIONS, FOR EXAMPLE, [LOCATION A] EARLY, UNECONOMICAL DESCENT INTO THE AREA.
44.407	NOT UNDERSTANDING OTHER COUNTRIES LANGUAGE AND INTERNATIONAL FLIGHT RULES
258.407	BETTER COMMUNICATIONS BETWEEN PILOTS AND CONTROLLERS. AN INCREASE IN HIGHER TECHNOLOGY ON COMMUNICATING BETTER BETWEEN THE TWO.
306.407	THE ABUSE OF PILOTS BY THE AIRLINE AS FAR AS: REST REQUIREMENTS - TO CHANGE THE STANDARD THAT THESE AIRLINE SYSTEM IS NOT SAFE - PILOTS NEED REST; THE COMPANIES ABUSE THE FAR'S.
357.407	THE PROBLEM WITH PILOTS WHO ARE DELAYED BECAUSE OF MECHANICAL PROBLEMS.
379.407	PILOT FATIGUE, AND PRESSURES FACED BY CARGO CARRIERS RELATED TO SECURITY.
112.407	TRAFFIC DENSITY
377.407	FREQUENTLY CONTROLLERS TEND TO HEAR COMMENTS AS QUICKLY AS THEY SAY IT, BECAUSE THEY ARE SO USED TO DOING THIS, ESPECIALLY WHEN THERE IS A GROUND CLEARANCE, IT IS GIVEN SO QUICKLY THAT THERE IS NO CHANCE TO COMPREHEND, THIS IS A SAFETY RISK.
367.407	MORE PILOT FATIGUE QUESTIONS
57.407	ON [AIRCRAFT TYPE A], [AIRCRAFT TYPE B], AND [AIRCRAFT TYPE C], WE ARE LANDING ON RUNWAYS THAT ARE MINIMUM LENGTHS, [AIRPORT X], [AIRPORT Y], AND [AIRPORT Z].
256.407	PROBLEMS WITH COMMERCIAL AND GENERAL AVIATION PROBLEMS
301.407	DEAL WITH THE INTERMISSION OF REGIONAL JET AND HEAVY AIRCRAFT
100.407	PILOT PERFORMANCE AS IT RELATES TO HOURS ON DUTY PER DAY SHOULD BE ASKED ABOUT
399.407	EMPLOYEES ARE AFFECTED BY CARRIER PROFITABILITY
120.407	MORE QUESTIONS ABOUT FREQUENCY CONGESTION
201.407	LACK OF TRAFFIC POINT-OUT IN APPROACH OR DEPARTURE ENVIRONMENT.
334.407	HOW RESPONSIBLE ARE ATC FOR ERRORS

RandomID	D3A
266.407	COMMERCIAL PILOTS ARE CONCERNED WITH ATTENDANCE AND FLYING WHILE SICK BECAUSE THEY ARE AFRAID OF DISCIPLINARY ACTION FOR MISSING WORK. ASK HOW MANY PILOTS FLY WHILE THEY ARE SICK.
169.407	HIJACK
261.407	[OBJECT A] ARE NOT ALLOWED ANYMORE
111.407	WITHOUT QUESTION THE SINGLE MOST DANGEROUS FACTOR TO AVIATION SAFETY TODAY IS TERRORISM IN ONE FORM OR ANOTHER. MOST SPECIFICALLY, POTENTIALLY UNSAFE CARGO OR BAGGAGE MATERIAL. THE NATIONS' AVIATION SECURITY SYSTEM IS A JOKE!
85.407	[AIRPORT X] CONGESTION WORRIES ME BECAUSE OF THE HIGH TRAFFIC AND THE INABILITY TO LAND IN A REASONABLE TIME. IT HAS GOTTEN BETTER BUT STILL NEEDS IMPROVEMENT.
235.407	TOO MANY FREQUENCY CHANGES ESPECIALLY COMING INTO [AIRPORT X]. [LOCATION X] WANTS A TRAFFIC COUNT. TOO MANY PILOTS PUT IN TOO MANY HOURS. IT IS UNSAFE. ASK ABOUT FATIGUE AND HOW LONG PILOTS MUST FLY WITHOUT REST AND WITHOUT PROPER NOURISHMENT.
212.407	PASSENGER LOADING, SECURITY, AND CONDUCT.
268.407	ATTITUDE OF THE PEOPLE WORKING AT THE AIRPORT.
98.407	THERE WERE NOT VERY MANY QUESTIONS REGARDING UNCONTROLLED PILOTS. OUR COMPANY SPENDS A LOT OF TIME IN UNCONTROLLED AIRPORTS.
56.407	TCAS OCCURRENCES
34.407	QUESTIONS CONCERNING WEAPONS IN THE COCKPIT
310.407	READ BACK ENTIRE CLEARANCE
343.407	SECURITY, PILOTS SCREENED AND THE ONES NOT SCREENED. USE A REAL IDENTIFICATION SYSTEM TO KNOW WHO THE REAL PILOTS ARE AND WHO ARE NOT.
20.407	WE NEED A DOUBLE DOOR SYSTEM TO THE BATHROOMS AND GALLEY. CREW MEMBERS HAVE ACCESS TO THAT, PASSENGERS DO NOT. NO ONE HAS ACCESS TO THE CONTROLS, ONLY THE PILOT AND THIS ALLOWS FOR A BARRIER. IT MAY HELP TO ARM THE PILOTS FOR SAFETY REASONS.
17.407	CONGESTION - NO AIRBORNE CONGESTION BUT THERE IS A PROBLEM AT [AIRPORT X] WITH GROUND CONGESTION FREQUENCY.
29.407	[AIRPORT X] NEEDS A BETTER ATC CENTER. [AIRPORT X] NEEDS TO DIVIDE GROUND CONTROL SYSTEM. NASA NEEDS TO SET UP LIKE [AIRPORT X], WITH TWO OR MORE GROUND CONTROLLERS.

NAOMS Air Carrier Section D (Missing 407) as Redacted - D3A

RandomID	D3A
74.407	[AIRPORT X], A PROBLEM AREA BECAUSE OF THE ISSUE LAHSO. [AIRPORT X] ON THE GROUND, [AIR CARRIER X] TAXIED ACROSS A RUNWAY EVEN THOUGH TOLD NOT TO AND THEY TAXIED ACROSS AN INTERSECTING RUNWAY WHEN A PLANE WAS ON APPROACH. NEED ENGLISH TRANSLATION.
109.407	DUTY REST, RADIO CONGESTION, AND THE BIG ONE: RNAV APPROACHES AND LANDINGS.
228.407	THE LAST MINUTE RUNWAY CHANGES
375.407	MAINTENANCE PROBLEMS WITHIN COMPANY. FOR INSTANCE, SOME OF THE SIGN OFFS ON THE MAINTENANCE LOGS ARE INACCURATE OR INCOMPLETE.
376.407	THE SEPARATION IN TAKE-OFF AND LANDING IS GETTING TIGHT. APPROACH SPEEDS REQUESTED BY ATC ARE TOO HIGH FOR SOME AIRCRAFTS. NOISE ABATEMENT PROCEDURES ON TAKE-OFFS SEEM EXCESSIVE AND EXTREME. EXCESSIVE ALTERNATE ASSIGNMENTS ARE SOMETIMES UNSAFE.
93.407	THE SECURITY SCREENING SYSTEM AT THE AIRPORTS ARE NOT FINDING THE PEOPLE WE WANT TO FIND. CHECKING PEOPLE IN WHEELCHAIRS AND ELDERLY, ARE NOT THOSE LIKELY TO BE A PROBLEM. POTENTIAL IS THERE FOR PROBLEMS BECAUSE PEOPLE WITH FAKE IDENTIFICATION CARRY A GUN.
115.407	MAINTENANCE IS COMPROMISED SOMEWHAT WITH BUDGET CUTS. TRYING TO DO MORE OR LESS IN 3 YEARS WORKED. WE'RE NOT AS SAFE NOW AS THEY WERE THEN. NOW THEY WAIT UNTIL IT'S BROKE TO FIX.
202.407	FATIGUE, ESPECIALLY MILITARY
163.407	TAXI INSTRUCTION
72.407	CONGESTION AT MAJOR AIRPORTS
179.407	AT NIGHTTIME ATC HANDLES MULTIPLE FREQUENCIES. PILOTS HAVE IT HARD TO KEEP CONTACT IN THIS DAY IN AGE.
90.407	LACK OF WEATHER INFORMATION DUE TO ATIS IS A GOOD QUESTION, MAYBE IT SHOULD BE EXPANDED ON; ATC QUESTIONS IN REGARD TO AIR TRAFFIC CONTROL HANDLING SEVERAL FREQUENCIES, ETC.
11.407	THUNDERSTORM AND RADAR INFORMATION
199.407	WE GET PRE-DEPARTURE CLEARANCE, THE FORMAT IS NOT INTUITIVE REGARDING WHAT THE APPROVED CLEARANCE IS.
180.407	LENGTH OF TIME ON DUTY.
43.407	BASICALLY ANY OF THE COMPLICATED ARRIVALS WITH MULTIPLE STEP DOWNS, AND ALTITUDES AT HIGH DENSITY AIRPORTS. (I.E., [AIRPORT X], [AIRPORT X], AND [AIRPORT X]).
382.407	FLOW CONTROL OF AIRCRAFT GIVING DELAYS

NAOMS Air Carrier Section D (Missing 407) as Redacted - D3A

RandomID	D3A
315.407	THE COMMUNICATION WITH ATC IS DIFFICULT OUTSIDE OF UNITED STATES (ESPECIALLY IN JAPAN).
9.407	THE COLOR OF SOME OF THE SMALLER AIRCRAFT MAKES IT SOMETIMES DIFFICULT TO SEE THEM IN VFR CONDITIONS
233.407	RNAV ARRIVALS AT DEPARTURES
191.407	GENERAL AVIATION DISCIPLINE
62.407	LANGUAGE BARRIERS WITH ATC AND DISCUSS NAVIAGATION PROBLEMS.
175.407	THERE SHOULD BE QUESTIONS ASKED ABOUT THE DUTY DAY AND THE FATIGUE THAT PILOTS EXPERIENCE. THIS PILOT FEELS THAT THE FLIGHT DUTY DAYS AND HOURS ARE FAR TOO LONG AND POTENTIALLY DANGEROUS.
274.407	ATC STAFFING AND AUTOMATION. ALSO, THE NATIONAL NAVIGATION SYSTEM.
65.407	INVALID TCAS RESOLUTION ADVISORIES AND HANDLING WITHIN THE TERMINAL AREA. INCONVENIENT VECTORS FOR APPROACHES OR INADEQUATE SPEEDS REGARDING OUR APPROACH TO THE RUNWAYS.
146.407	SOME AIRPORTS PUSH WAKE TURBULENCE TOO FAR
286.407	TURBULENCE ON TAKE OFF AND LANDING
150.407	SOME QUESTIONS SHOULD BE INCLUDED REGARDING RUNWAY INCURSIONS.
137.407	LAHSO USED TOO FREQUENTLY WITH AMENDED CLEARANCES.
128.407	VFR AIRCRAFT OPERATING IN CONGESTED AIR SPACE WITHOUT COMMUNICATION WITH ATC
217.407	EXTENDED DUTY TIMES FLY MORE THAN 8 HOURS A DAY
263.407	GROUND SECURITY
272.407	AIR TRAFFIC CONTROLLERS WORKING MULTIPLE FREQUENCIES.
208.407	IN [AIRPORT X] THERE IS NO SPEED LIMIT BELOW 10,000. IF YOU HIT A BIRD, IT WILL DENT THE WINDSHIELD.
167.407	CREW REST ISSUES
219.407	WAKE TURBULENCE SEPARATION
205.407	FLIGHT CONTROL SYSTEM
363.407	LOOK AT WAKE TURBULENCE CREATED BY [AIR CARRIER X] PARTICULARLY AT [AIRPORT X].
138.407	[AIRPORT X] - A LOT OF NON-COMMERCIAL AIRCRAFT FLY THERE AND THEY ARE ALWAYS IN THE WAY WHICH CAUSES THE COMMERCIAL PILOTS TO HAVE TO DO A LOT OF GO AROUNDS. THEY ARE ALWAYS FLYING TOO CLOSE TO THE COMMERCIAL PLANES.
360.407	FREQUENCY CONGESTION PRESENTS REGULAR PROBLEMS
139.407	RADIO CONGESTION

NAOMS Air Carrier Section D (Missing 407) as Redacted - D3A

RandomID	D3A
142.407	GET RID OF TSA, IT'S A WASTE OF MONEY IT'S A FALSE SENSE OF SECURITY. TSA IS THE NEW SECURITY AGENCY.
244.407	[AIRPORT X] NEEDS RECONFIGURATION BECAUSE OF CROSSING ALTITUDE RESTRICTIONS.
297.407	CURRENT ATC RESPONSES ARE NOT STANDARDIZED
251.407	CREW SCHEDULES SHOULD BE QUESTIONED AS TO WHEN PILOTS GET TIME TO EAT AND REST DURING THEIR WORK HOURS.
73.407	OVER THE NEXT COUPLE OF YEARS AIR CARRIER RULES SHOULD CHANGE, MAINTENANCE IS BEING SACRIFICED FOR MONEY.
80.407	NASA SHOULD LOOK AT CREW REST. THE PRACTICE OF REDUCED RESTS OVERNIGHT, AND OFTEN THE REDUCED REST PRECEDES THE ACCIDENTS.
108.407	ALTITUDE ENCROACHMENT
209.407	I DON'T LIKE HOW CONTROLLERS CLEAR YOU TO TAXI BUT MAKE YOU HOLD AND SHORT.
380.407	THUNDERSTORMS IN THE TERMINAL AREA, INFORMATION IN COCKPITS IS INSUFFICIENT, AND TRAFFIC CONGESTION.
33.407	OPERATIONS AT CLASS B AIRPORTS, RADIO CONGESTION
389.407	REROUTES IN THE NORTHEAST AND INTERCEPTING AN AIRWAY WITHOUT A FIX.
89.407	AIR CARRIERS GOING INTO FIELDS WITHOUT TOWERS, LIKE [AIRPORT X]. LIGHT AIRCRAFT FLYING ABOUT 5 MILES AWAY IS DANGEROUS, SHOULD HAVE TOWERS.
243.407	THE WEATHER SERVICE (COMPANY X) THE AIRLINES PAY FOR; THE ACTUAL WEATHER IS OFTEN COMPLETELY INCORRECT. THEY NEVER ADJUST THE FORECAST WHEN IT FALLS BEFORE MINIMUM; THIS IS THE MAJOR REASON FOR DIVERSIONS AND DIFFICULT SITUATIONS BECAUSE OF FALSE INFO.
182.407	INTERNATIONALLY AND EVEN OVER [LOCATION X], I WANT TO KNOW WHAT PEOPLE ARE TALKING ABOUT. IT'S NOT THE STANDARD REQUIRED ENGLISH AND BASICALLY [AIRPORT X] CONTROLLERS I KNOW ARE BUSY BUT THEY'RE CRANKY.
119.407	ATC FRUSTRATED BY DOUBLE CHECKING FROM PILOTS.
94.407	DUTY TIME
262.407	LACK OF CONTROLLERS, CONTROLLERS ON MORE THAN ONE FREQUENCY, ESPECIALLY IN LOCAL ENVIRONMENT (I.E., GROUND AND TOWER AT THE SAME TIME).
406.407	WE NEED TO ASK WHETHER OR NOT PILOTS FEEL THAT THEY CAN TRUST THE CONTROLLER THEY ARE TALKING TO.
173.407	WEIGHT TURBULENCE SEPARATION BEHIND HEAVY AIRCRAFT
311.407	CAN'T ALWAYS HEAR CLEARANCE FROM ATC, SAME CONTROL AREA AND RUNWAY INFORMATION IS ON THE SAME FREQUENCY.

NAOMS Air Carrier Section D (Missing 407) as Redacted - D3A

RandomID	D3A
12.407	FREQUENCY CONGESTION DURING PEAK TRAVEL TIMES
4.407	FREQUENCY CONGESTION QUESTIONS IN NORMAL OPERATIONS, GROUND CONGESTION ISSUES
170.407	TOO MANY FREQUENCY CHANGES ON THE GROUND AT LARGER AIRPORTS.
240.407	CREW DUTY REST SCHEDULING
405.407	FREQUENCY CONTROL ON THE GROUND TALKING TO CONTROLLERS
67.407	AIRPORTS SHOULD HAVE DME AND INS EQUIPMENT, FLOW CONTROL NOT ADEQUATE, [AIRPORT X] IS AN EXAMPLE, FAA DOES NOT REVEAL PROBLEMS THAT EXIST.
178.407	AIR TRAFFIC CONGESTION, WHICH BECOMES AN ISSUE FOR FUEL (BURNING A LOT)
221.407	CREWMEMBER DUTY IS WORTHY OF INVESTIGATION - LACK OF REST, TIME ON DUTY, A LOT OF PILOTS WON'T CALL THEMSELVES FATIGUED SO AS NOT TO KEEP EYES ON THEM. INDUSTRY DOWNGRADE - A LOT OF FRUSTRATION THERE - WORKING IN AN ENVIRONMENT WITH THIS MUCH HOSTILITY.
304.407	WHEN PILOTS READ BACK CLEARANCE IN FLIGHT, ATC MAY BE BUSY DOING SOMETHING ELSE
352.407	AIRCRAFT MAINTENANCE
176.407	REST REQUIREMENTS, CONTINUOUS ON-DUTY
388.407	LENGTH OF RUNWAYS IN [AIRPORT X] AND [AIRPORT X] SHOULD BE EXTENDED.
296.407	MORE ON CONGESTED ATC FREQUENCIES, ALSO OVERSATURATED CONTROLLERS AT NIGHT
341.407	PROBLEM WITH LIGHT AIRCRAFT IN UNCONTROLLED AIRSPACE
285.407	NUMEROUS STEP DOWN ALTITUDES ON BOTH ARRIVAL AND APPROACH PROCEDURES. AT MANY AIRPORTS THEY MAY BE NEEDED FOR SEPARATION DUE TO DEPARTURES; THEY ARE UNNECESSARILY CONFUSING.
153.407	FLIGHT CREW REST AND DUTY LIMITATIONS. AS THEY PERTAIN TO FATIGUE AND SAFETY.
325.407	PARALLEL RUNWAYS WITH ALMOST IDENTICAL FREQUENCIES
151.407	AIRPORT CONGESTION; VARYING APPROACH SPEEDS CAN BE A PROBLEM FOR TRAFFIC SEPARATION
54.407	ATC CONGESTION WITH SPEAKING, YOU ARE ONLY ABLE TO SPEAK NOT LISTEN (CAN'T HEAR). DON'T KNOW IF YOU ARE INTERFERING WITH SOMEONE'S TRANSMISSION.
298.407	8 HOUR RULES AND DUTY RIGHTS, NOT ENOUGH SLEEP
49.407	EFFECTIVE SECURITY MEASURES
215.407	QUESTIONS SHOULD BE ASKED ABOUT MAINTENANCE RELATED ITEMS, AND THE PERSONS ALLOWED TO WORK ON THE PLANES THAT SHOULD NOT BE THERE.
395.407	ALTITUDE AWARENESS. AIR TRAFFIC CONTROLLERS WORKING MULTIPLE FREQUENCIES.

RandomID	D3A
234.407	SCREENING OF GROUND PERSONAL. THEY SHOULD GO THROUGH THE SAME SCREENING AS PILOTS
46.407	RAPID FIRE CLEARANCE (I.E., MULTIPLE INSTRUCTIONS IN ONE TRANSMISSION)
387.407	CONTROLLERS IN [LOCATION X] SHOULD ALL SPEAK ENGLISH SO THAT EVERYBODY KNOWS WHERE OTHER AIRPLANES ARE.
104.407	AIRPORT MARKINGS
335.407	COMMUNICATIONS IS MORE OF A CONVENIENCE, BUT LATER ON DOWN THE LINE IT MIGHT HAVE PROBLEMS. AT TIMES YOU REACH A CONTROLLER AND IT DOES TAKE TIME FOR REQUEST CHANGE OR OTHER FACTOR DEALING WITH FLIGHT.
210.407	COMMUNICATION WITH ATC IS TIME CRITICAL, THE TRANSMISSION RECEIVERS ARE NOT WORKING PROPERLY
99.407	ASK MORE ABOUT RAMP OPERATIONS AND RAMP PERSONNEL IN THE VICINITY OF THE RUNWAY

NAOMS Air Carrier Section D (Missing 407) as Redacted - D5A

RandomID	D5A
245.407	SHOULD MAKE LONGER THAN 60 DAYS. ASKING MORE DETAILED QUESTIONS.
293.407	PRETTY GOOD SURVEY
255.407	I WISH THE FAA WOULD NOT BE INFLUENCED BY CORPORATE PROCEDURES AND POLITICAL LOBBYING. CREW REST IS VERY MUCH AN IMPORTANT PART OF AVIATION SAFETY.
164.407	WHY A 60-DAY SURVEY? YOU ARE RESTRICTING YOUR WINDOW OF COLLECTING DATA WITHIN 60 DAYS. I WOULD HAVE HAD A LOT MORE DATA IF TIME PERIOD WAS WIDENED TO ABOUT A YEAR TIME PERIOD.
39.407	IT SEEM SLIKE A LOT OF IT IS ON EMERGENCIES AND ON THINGS THAT DON'T HAPPEN ALOT.
339.407	IT'S PROBABLY MORE SLANTED TOWARD A GENERAL AVIATION PILOT MORE THAN A COMMERCIAL PILOT.
190.407	AUTOMATED SYSTEM NEEDS CONSIDERATION AND PILOT FATIGUE IS A BIG FACTOR
216.407	GOOD TO HAVE SURVEYS WITH THE PEOPLE ACTUALLY DOING THE FLYING. THERE IS NO GOOD ANSWER TO THE QUESTIONS YOU HAVE PRESENTED WITHOUT A LONG EXPLANATION. YES AND NO QUESTIONS ARE NOT QUITE ACCURATE.
302.407	I THINK WE SHOULD AGRESSIVELY MOVE IN ON A DATA LINK WITH ATC TO GET AWAY FROM VERBAL COMMUNICATION UNLESS IT IS ABSOLUTELY REQUIRED.
279.407	QUESTIONS REGARDING PILOT STRESS OF LABOR RELATIONS SHOULD BE INCLUDED FOR COMMERCIAL PILOTS.
25.407	COVER LONGER TIME PERIOD, HAD THINGS HAPPEN BUT NOT IN LAST 2 MONTHS.
319.407	I LIKE THIS SURVEY. GLAD THAT NASA IS DOING THIS AND I WOULD BE GLAD TO DO IT AGAIN.
312.407	NASA SHOULD USE THE SAFETY DATA ALREADY ON AIRLINE DATA BASES FOR THIS STUDY
261.407	WE SHOULD BE ALLOWED TO CARRY A [OBJECT X] IN A CRAFT, FOR ALL US REGISTERED PART 121 THE PILOTS SHOULD BE ALLOWED TO HAVE A UNIVERSAL ID SO WE DO NOT HAVE TO GO THROUGH THE SAME TYPE OF TREATMENT LIKE THE AVERAGE PASSENGER AND WE DO NOT HAVE TO UNDO TO TAKE OUR SHOES OF AND UNDO OUR BELT . THIS IS ONLY FOR PART 121.
322.407	THE LAST 60 DAYS OR EVER WOULD BE THE BEST TO ASK.
235.407	THE AIRPORT X RUNWAY CHANGE ALSO HAPPENED IN [LOCATION A] - WERE AET UP FOR ONE APPROACH, WE GOT CLOSE AND THEY CHANGED TO ANOTHER RUNWAY AND IT WAS IN MARGINAL INSTRUMENT LANDING CONDITIONS.
20.407	AIRPORT X - THAT IS WHERE THE SLIPPERY RUNWAY TOOK PLACE I HAD TO USE MORE RUNWAY THAN NORMAL BECAUSE OF SNOW ON THE RUNWAY

RandomID	D5A
29.407	ELECTRONICALLY TRANSFER THE INFO. TO THE RAMP CLEARANCE. RAMP CONTROLLERS ADJUST FOR THE PLANES' TAKE OFF TIMES INTO THE SYSTEM THAT THE GROUND CONTROLLER SEES. RAMP CONTROLLER ELECTRONICALLY SENDS TAXI INFO TO TOWER. TOWER IS ONLY ONE ON THE RADIO FREQUENCY. NOBODY TIES UP THE FREQUENCY. TOWER GROUND CONTROLLER OVERSEES THE RAMP CONTROLLERS AND RAMP CONTROLLERS OVERSEE THE PILOTS. MORE THAN ONE GROUND CONTROLLER IS NEEDED. GROUND CONTROLLER NEEDS TO BE THE ONLY ONE ON THE FREQUENCY SO THE STEP-ONS STOP. AIRPORT X SEEMS TO HAVE A SYSTEM SIMILAR. AIRPORT X NEEDS SOMETHING LIKE THAT. SAFETY STANDPOINT. WHEN A PLANE IS ON THE TAXIWAY AND THE CONTROLLER NEEDS TO GET THEM OUT OF THERE FOR ANY REASON. THEY CAN'T BECAUSE OF THE RADIO FREQUENCY JAM UP. REDUCE OR ELIMINATE FREQUENCY CHATTER.
16.407	WHY COULDN'T THIS BE TAKEN ON-LINE
132.407	FLYING SHOULD INCLUDE THE [ORGANIZATION A] ASPECT AS WELL. A LOT MORE INFORMATION COULD HAVE BEEN ATTAINED. IN RESPECT TO WEATHER AND ATC QUESTIONS.
228.407	MOST OF THE MAJOR AIRPLANES ARE NOW DOWNSIZING THEREFORE MORE SMALLER PLANES ARE OUT THERE INSTEAD OF A COUPLE OF BIG PLANES RESULTING IN THERE IS MORE CONGESTION, WITH MORE PILOTS WITH DANGER
280.407	ATC BECOMES AWARE OF PILOTS ARE STRUGGLING AND TO QUIT THE FRIVOLOUS FACTORS IN SPEED CHANGES, WE'RE PROFESSIONALS AS THEY ARE BUT LET US FLY THE PLANE
237.407	HOW CLOSE CONTROLLERS LIKE TO PUT SMALL AIRPLANES BEHIND HEAVIES DEALING WITH WAKE TURBULANCE CONTROLLERS SEEM TO BE GETTING TICKED OFF WHEN YOU NEED A CLEARANCE, OR CONTROL IN, THEY TEND TO ACT LIKE THEY ARE IN CHARGE OF THE AIRCRAFT
191.407	THE SURVEY SHOULD HAVE A TIME SPAN OF A YEAR
150.407	WOULD BE NICE THAT CONTROLLERS & AIRLINE PILOTS & RAMPERS COULD GET TOGETHER WITH THE PLANNING COMMITTEES FOR IMPROVEMENT
263.407	JUST HOPE THAT IT WILL BE PROACTIVE & THAT THE POLITICIANS DON'T GET HOLD OF IT
369.407	IT WOULD BE EASIER TO COME UP WITH EXAMPLES IF IT WENT BACK BEYOND 60 HOURS.
337.407	VFR TRAFFIC, ALSO CLASS B TRAFFIC NEEDS TO BE DISCUSSED SPECIFICILY [LOCATION A]
380.407	EXPAND THE 60 DAYS PERIOD
243.407	I WOULD EXTEND THE TIME FRAME LONGER THAN 60 DAYS AND DO IT FOR ONE YEAR WITH MORE SPECIFIC QUESTIONS.
182.407	YOU DIDN'T TALK TO MUCH ABOUT LANDING.
155.407	JUST KEEP ON GOING WITH THE STUDY.
173.407	SOME QUESTIONS YOU ASKED HAPPENED LATER THAN 60 DAYS SO MAYBE YOU NEED A LONGER TIME PERIOD.
224.407	RESPONDENT SAID DO THE SURVEY OVER THE INTERNET, FEELS WILL GET MORE IMFORMATION
358.407	THE QUESTION ABOUT AIRSPEED OR DIRECTIONAL CONTROL SHOULD BE BROKEN UP INTO MORE THAN ONE QUESTION:

NAOMS Air Carrier Section D (Missing 407) as Redacted - D5A

RandomID	D5A
14.407	COMMENTING ON THE QUESTION ON HIGH AIRSPEED ON APPROACH TO AIRPORT, RESPONDENT FEELS THAT A.T.C. GENERALLY DOES KEEP THEM AT AN UNDESIRABLE HIGH AIRSPEED ON APPROACH. FEELS THIS IS A DANGEROUS PRACTICE, ESPECIALLY FOR JET AIRPLANES, AS THE AIRCREW NOT ALLOWED TIMELY DESCEND UNTIL WITHIN 40 MILES WHICH ENTAILS EXTREMELY HIGH AIRSPEED.
388.407	TAKE A LOOK A SLAM DUNK PROCEDURE IN [LOCATION A]
395.407	NO COMMENTS ABOUT SURVEY EXCEPT LONG OVERDUE.
387.407	I AGREE WITH ARMING THE FLIGHT CREW (COCKPIT CREW). CREW AT THE FRONT OF THE AIRPLANE ARMED AND I ALSO THINK THAT THE ARMED FLIGHT CREW MEMBERS SHOULD BE IMMUNE FROM PROSECUTION WHEN USING THEIR WEAPONS TO THWART A HIJACKING.
99.407	WE'RE GLAD YOU'RE INTERESTED IN AVIATION SAFETY
129.407	MORE SECURITY FOR ARRIVALS AND DEPARTURE OF PASSENGERS