

**National Aviation Operations Monitoring Service (NAOMS) Phase 2 Information
Release
Survey Response Disclaimer**

Sept. 30, 2008

During this effort to develop a format to present NAOMS survey response data, certain measures were taken to better display raw data for public use. This disclaimer is provided to assist the users in better understanding the nature and quality of the data and its utilization. In addition, please note that the survey responses and the methodology used to acquire them, have not been peer-reviewed to date. Accordingly, no product of the NAOMS project, including the survey methodology, the survey responses, and any analysis of the responses, should be viewed or considered at this stage as having been validated.

Free Text

All surveys were conducted by phone. The typographical and spelling errors were introduced by the interviewers, not the interviewees. Some free text responses contain language that readers may find offensive. NASA chose not to correct errors or delete questionable phrases because doing so could have altered the meaning of some original replies. However, some text was redacted to reduce the possibility that the identity of an individual or operator could be disclosed.

The free text data fields received by NASA contain limited and unintentionally truncated or incomplete responses, particularly when the length of those responses exceeds 256 characters because of software limitations and character restrictions.

Abbreviation and Punctuation Used in Free Text Entries

- R: Respondent
- []: Brackets are used to indicate and, in some cases, describe the type of free text redaction

Numerical Responses

The NAOMS Phase 2 data release was based on information received from the original contractor collecting the NAOMS survey information. Section B, C, and D raw data entries were not edited, except as noted for redaction purposes. Numerical data or text responses were not subjected to additional quality assurance processes. In other words, errors introduced during the original collection of pilot information have not been corrected nor identified. Therefore, direct comparisons of data from Phase 2 with data from Phase 1 may yield discrepancies.

Because Section B, C, and D numerical responses are coded to a unique meaning (other than frequency of occurrence, e.g., refused to answer), it may be possible to misinterpret column totals and entries. The common codes used are as follows:

General Yes or No Responses

001, 1:	Yes
000, 0:	No
997, 7:	Refused to answer
998, 8:	Don't know

Event Frequency or Other Type Responses

9999.98, 99998, 9998, 998, 98, or 8:	Don't know
9999.97, 99997, 9997, 997, 97, or 7:	Refused to answer
9999.99, 99999, 9999, 999, 99, or 9:	Not applicable, Missing information

Other Numerical Values

To ensure proper interpretation of all numerical entries and to recognize instances in which certain questions were skipped based on the survey responses, please consult the menu choices in the questionnaires.

Aircraft Make-Model or Category

The aircraft make-model or category used in the Phase 2 redaction and release process is based on the pilot's primary aircraft. Each pilot respondent was permitted to list the six aircraft he or she flew most during the reporting period. The primary aircraft is not necessarily the aircraft that experienced an event defined in Section B, C, or D.

Validity of Responses

The data have not been evaluated to determine whether this NAOMS sample represents the larger pilot population. Users of NAOMS Phase 1, Phase 1A, and Phase 2 data should consider the fact that the data have not been validated for extrapolation to the national airspace system.