

**\* Required Information**

**Remote Tower Safety Benefit SME Survey**

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**Instructions**

- Please complete this survey by December 9th.
- If you wish to partially complete the survey, click the 'Save & Continue Later' option at the bottom of each page.
- If you wish to change your response once the survey has been submitted, contact Katie at [katie.berry@forthillgroup.com](mailto:katie.berry@forthillgroup.com).

**Assumptions**

- RT system has been type certified and received AT viability.
- All RT system equipment is operational.
- CTO certifications are complete and current.
- All MELs are operational.
- Letters of Agreement are in effect.
- Class D airspace.
- Like FCT's today, track-based surveillance information may or may not be available.

**1. Name**

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Remote Tower Safety Benefit SME Survey

Preventable Accident Type: Collision in which both aircraft were airborne.

\* 2. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can prevent collisions in which both aircraft were airborne? (Select one option)

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#2 is Likely impact

3. Which type of tower is more likely to enable controllers to prevent collisions in which both aircraft were airborne? (Select one option)

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#3 is Remote Tower

4. A controller from a remote tower (as compared to a conventional tower) is \_\_\_% more likely to prevent collisions in which both aircraft were airborne.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

\_\_\_\_\_

**NOTE :** Answer the below question only if answer to Q#3 is Conventional Tower

5. A controller from a conventional tower (as compared to a remote tower) is \_\_\_% more likely to prevent collisions in which both aircraft were airborne.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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**Preventable Accident Type: Collision in which only one aircraft was airborne.**

**\* 7. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can prevent collisions in which only one aircraft was airborne? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#7 is Likely impact

**8. Which type of tower is more likely to enable controllers to prevent collisions in which only one aircraft was airborne? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#8 is Remote Tower

**9. A controller from a remote tower (as compared to a conventional tower) is \_\_\_% more likely to prevent collisions in which only one aircraft was airborne.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#8 is Conventional Tower

**10. A controller from a conventional tower (as compared to a remote tower) is \_\_\_% more likely to prevent collisions in which only one aircraft was airborne.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**Preventable Accident Type: Collision in which both aircraft were on the ground.**

**\* 12. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can prevent collisions in which both aircraft were on the ground? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#12 is Likely impact

**13. Which type of tower is more likely to enable controllers to prevent collisions in which both aircraft were on the ground? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#13 is Remote Tower

**14. A controller from a remote tower (as compared to a conventional tower) is \_\_\_% more likely to prevent collisions in which both aircraft were on the ground.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#13 is Conventional Tower

**15. A controller from a conventional tower (as compared to a remote tower) is \_\_\_% more likely to prevent collisions in which both aircraft were on the ground.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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\* **16. Please provide a justification to all questions and answers on this page.**

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**Preventable Accident Type: Accidents involving wheels-up landing.**

**\* 17. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can prevent accidents involving wheels-up landing? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#17 is Likely impact

**18. Which type of tower is more likely to enable controllers to prevent accidents involving wheels-up landing? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#18 is Remote Tower

**19. A controller from a remote tower (as compared to a conventional tower) is \_\_\_% more likely to prevent accidents involving wheels-up landing.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#18 is Conventional Tower

**20. A controller from a conventional tower (as compared to a remote tower) is \_\_\_% more likely to prevent accidents involving wheels-up landing.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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\* 21. Please provide a justification to all questions and answers on this page.

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**Preventable Accident Type: Collisions with objects other than aircraft.**

**\* 22. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can prevent collisions of aircraft with objects other than aircraft? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#22 is Likely impact

**23. Which type of tower is more likely to enable controllers to prevent collisions of aircraft with objects other than aircraft? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#23 is Remote Tower

**24. A controller from a remote tower (as compared to a conventional tower) is \_\_\_% more likely to prevent collisions of aircraft with objects other than aircraft.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#23 is Conventional Tower

**25. A controller from a conventional tower (as compared to a remote tower) is \_\_\_% more likely to prevent collisions of aircraft with objects other than aircraft.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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\* 26. Please provide a justification to all questions and answers on this page.

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**Preventable Accident Type: Land on wrong runway relative to existing wind.**

**\* 27. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can prevent aircraft landing on wrong runway relative to existing wind? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#27 is Likely impact

**28. Which type of tower is more likely to enable controllers to prevent aircraft landing on wrong runway relative to existing wind? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#28 is Remote Tower

**29. A controller from a remote tower (as compared to a conventional tower) is \_\_\_% more likely to prevent aircraft landing on wrong runway relative to existing wind.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#28 is Conventional Tower

**30. A controller from a conventional tower (as compared to a remote tower) is \_\_\_% more likely to prevent aircraft landing on wrong runway relative to existing wind.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**Preventable Accident Type: Not aligned with the runway (or intended landing area).**

**\* 32. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can prevent aircraft not aligned with the runway (or intended landing area)? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#32 is Likely impact

**33. Which type of tower is more likely to enable controllers to prevent aircraft not aligned with the runway (or intended landing area)? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#33 is Remote Tower

**34. A controller from a remote tower (as compared to a conventional tower) is \_\_\_% more likely to prevent aircraft not aligned with the runway (or intended landing area).**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#33 is Conventional Tower

**35. A controller from a conventional tower (as compared to a remote tower) is \_\_\_% more likely to prevent aircraft not aligned with the runway (or intended landing area).**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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\* 36. Please provide a justification to all questions and answers on this page.

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Preventable Accident Type: Overshoots.

\* 37. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can prevent accidents involving aircraft overshoots? (Select one option)

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#37 is Likely impact

38. Which type of tower is more likely to enable controllers to prevent accidents involving aircraft overshoots? (Select one option)

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#38 is Remote Tower

39. A controller from a remote tower (as compared to a conventional tower) is \_\_\_% more likely to prevent accidents involving aircraft overshoots.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#38 is Conventional Tower

40. A controller from a conventional tower (as compared to a remote tower) is \_\_\_% more likely to prevent accidents involving aircraft overshoots.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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**Preventable Accident Type: Undershoots.**

**\* 42. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can prevent accidents involving aircraft undershoots? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#42 is Likely impact

**43. Which type of tower is more likely to enable controllers to prevent accidents involving aircraft undershoots? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#43 is Remote Tower

**44. A controller from a remote tower (as compared to a conventional tower) is \_\_\_% more likely to prevent accidents involving aircraft undershoots.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#43 is Conventional Tower

**45. A controller from a conventional tower (as compared to a remote tower) is \_\_\_% more likely to prevent accidents involving aircraft undershoots.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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Remote Tower Safety Benefit SME Survey

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Air Traffic-Pilot Communication Services: Manage radio communications.

\* 47. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing radio communication? (Select one option)

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#47 is Likely impact

48. Which type of tower is more likely to enable controllers to provide the ATCT service of managing radio communication? (Select one option)

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#48 is Remote Tower

49. A controller can perform the ATCT service of managing radio communication better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#48 is Conventional Tower

50. A controller can perform the ATCT service of managing radio communication better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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Remote Tower Safety Benefit SME Survey

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**Air Traffic-Pilot Communication Services: Manage Clearances, Instructions, or Information.**

**\* 53. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing clearances, instructions, or information? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#53 is Likely impact

**54. Which type of tower is more likely to enable controllers to provide the ATCT service of managing clearances, instructions, or information? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#54 is Remote Tower

**55. A controller can perform the ATCT service of managing clearances, instructions, or information better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#54 is Conventional Tower

**56. A controller can perform the ATCT service of managing clearances, instructions, or information better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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Remote Tower Safety Benefit SME Survey

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**Flight Plan Services: Manage flight plan.**

**\* 59. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing flight plans? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#59 is Likely impact

**60. Which type of tower is more likely to enable controllers to provide the ATCT service of managing flight plans? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#60 is Remote Tower

**61. A controller can perform the ATCT service of managing flight plans better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#60 is Conventional Tower

**62. A controller can perform the ATCT service of managing flight plans better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#59 is Likely impact

**63. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing flight plans? (Select one or more.)**

- Collisions in which both aircraft were airborne
- Collisions in which only one aircraft was airborne
- Collisions in which both aircraft were on the ground
- Wheels-up landing
- Collisions of aircraft with objects other than aircraft
- Land on wrong runway relative to existing wind
- Not aligned with the runway (or intended landing area)
- Overshoots
- Undershoots
- None of the above

**\* 64. Please provide a justification to all questions and answers on this page.**

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Remote Tower Safety Benefit SME Survey

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**Flight Plan Services: Manage amended flight plan data.**

**\* 65. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing amended flight plan data? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#65 is Likely impact

**66. Which type of tower is more likely to enable controllers to provide the ATCT service of managing amended flight plan data? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#66 is Remote Tower

**67. A controller can perform the ATCT service of managing amended flight plan data better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#66 is Conventional Tower

**68. A controller can perform the ATCT service of managing amended flight plan data better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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Remote Tower Safety Benefit SME Survey

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**Ground Movement Services: Manage Ground Movement.**

**\* 71. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing ground movement? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#71 is Likely impact

**72. Which type of tower is more likely to enable controllers to provide the ATCT service of managing ground movement? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#72 is Remote Tower

**73. A controller can perform the ATCT service of managing ground movement better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#72 is Conventional Tower

**74. A controller can perform the ATCT service of managing ground movement better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**Ground Movement Services: Manage Ground Sequencing and Spacing.**

**\* 77. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing ground sequencing and spacing? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#77 is Likely impact

**78. Which type of tower is more likely to enable controllers to provide the ATCT service of managing ground sequencing and spacing? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#78 is Remote Tower

**79. A controller can perform the ATCT service of managing ground sequencing and spacing better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#78 is Conventional Tower

**80. A controller can perform the ATCT service of managing ground sequencing and spacing better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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Remote Tower Safety Benefit SME Survey

Ground Movement Services: Manage Runway Separation.

\* 83. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing runway separation? (Select one option)

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#83 is Likely impact

84. Which type of tower is more likely to enable controllers to provide the ATCT service of managing runway separation? (Select one option)

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#84 is Remote Tower

85. A controller can perform the ATCT service of managing runway separation better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#84 is Conventional Tower

86. A controller can perform the ATCT service of managing runway separation better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#83 is Likely impact

**87. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing runway separation? (Select one or more.)**

- Collisions in which both aircraft were airborne
- Collisions in which only one aircraft was airborne
- Collisions in which both aircraft were on the ground
- Wheels-up landing
- Collisions of aircraft with objects other than aircraft
- Land on wrong runway relative to existing wind
- Not aligned with the runway (or intended landing area)
- Overshoots
- Undershoots
- None of the above

**\* 88. Please provide a justification to all questions and answers on this page.**

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**Ground Movement Services: Takeoff Information and Instructions.**

**\* 89. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing takeoff information and instructions? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#89 is Likely impact

**90. Which type of tower is more likely to enable controllers to provide the ATCT service of managing takeoff information and instructions? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#90 is Remote Tower

**91. A controller can perform the ATCT service of managing takeoff information and instructions better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#90 is Conventional Tower

**92. A controller can perform the ATCT service of managing takeoff information and instructions better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#89 is Likely impact

**93. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing takeoff information and instructions? (Select one or more.)**

- Collisions in which both aircraft were airborne
- Collisions in which only one aircraft was airborne
- Collisions in which both aircraft were on the ground
- Wheels-up landing
- Collisions of aircraft with objects other than aircraft
- Land on wrong runway relative to existing wind
- Not aligned with the runway (or intended landing area)
- Overshoots
- Undershoots
- None of the above

**\* 94. Please provide a justification to all questions and answers on this page.**

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**Ground Movement Services: Manage Takeoff Cancellation and Aborted Takeoff.**

**\* 95. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing takeoff cancellation and aborted takeoff? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#95 is Likely impact

**96. Which type of tower is more likely to enable controllers to provide the ATCT service of managing takeoff cancellation and aborted takeoff? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#96 is Remote Tower

**97. A controller can perform the ATCT service of managing takeoff cancellation and aborted takeoff better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#96 is Conventional Tower

**98. A controller can perform the ATCT service of managing takeoff cancellation and aborted takeoff better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#95 is Likely impact

**99. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing takeoff cancellation and aborted takeoff? (Select one or more.)**

- Collisions in which both aircraft were airborne
- Collisions in which only one aircraft was airborne
- Collisions in which both aircraft were on the ground
- Wheels-up landing
- Collisions of aircraft with objects other than aircraft
- Land on wrong runway relative to existing wind
- Not aligned with the runway (or intended landing area)
- Overshoots
- Undershoots
- None of the above

**\* 100. Please provide a justification to all questions and answers on this page.**

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**Ground Movement Services: Manage Potential or Actual Ground Conflict.**

**\* 101. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing potential or actual ground conflict? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#101 is Likely impact

**102. Which type of tower is more likely to enable controllers to provide the ATCT service of managing potential or actual ground conflict? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#102 is Remote Tower

**103. A controller can perform the ATCT service of managing potential or actual ground conflict better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#102 is Conventional Tower

**104. A controller can perform the ATCT service of managing potential or actual ground conflict better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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Remote Tower Safety Benefit SME Survey

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Ground Movement Services: Manage Flow/Constraint/Traffic Management Initiative.

\* 107. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing flow/constraint/traffic management initiative? (Select one option)

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#107 is Likely impact

108. Which type of tower is more likely to enable controllers to provide the ATCT service of managing flow/constraint/traffic management initiative? (Select one option)

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#108 is Remote Tower

109. A controller can perform the ATCT service of managing flow/constraint/traffic management initiative better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#108 is Conventional Tower

110. A controller can perform the ATCT service of managing flow/constraint/traffic management initiative better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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**Airborne Services: Manage Overflights**

**\* 113. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing overflights? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#113 is Likely impact

**114. Which type of tower is more likely to enable controllers to provide the ATCT service of managing overflights? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#114 is Remote Tower

**115. A controller can perform the ATCT service of managing overflights better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#114 is Conventional Tower

**116. A controller can perform the ATCT service of managing overflights better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#113 is Likely impact

**117. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing overflights? (Select one or more.)**

- Collisions in which both aircraft were airborne
- Collisions in which only one aircraft was airborne
- Collisions in which both aircraft were on the ground
- Wheels-up landing
- Collisions of aircraft with objects other than aircraft
- Land on wrong runway relative to existing wind
- Not aligned with the runway (or intended landing area)
- Overshoots
- Undershoots
- None of the above

**\* 118. Please provide a justification to all questions and answers on this page.**

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Remote Tower Safety Benefit SME Survey

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**Airborne Services: Manage Airborne Departure including Pattern Airborne Departure**

\* 119. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing airborne departure including pattern airborne departure? (Select one option)

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#119 is Likely impact

120. Which type of tower is more likely to enable controllers to provide the ATCT service of managing airborne departure including pattern airborne departure? (Select one option)

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#120 is Remote Tower

121. A controller can perform the ATCT service of managing airborne departure including pattern airborne departure better from a remote tower (as compared to a conventional tower) in \_\_\_\_% of operations.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#120 is Conventional Tower

122. A controller can perform the ATCT service of managing airborne departure including pattern airborne departure better from a conventional tower (as compared to a remote tower) in \_\_\_\_% of operations.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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**Airborne Services: Manage Arrival including Pattern Arrival**

**\* 125. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing arrival including pattern arrival? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#125 is Likely impact

**126. Which type of tower is more likely to enable controllers to provide the ATCT service of managing arrival including pattern arrival? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#126 is Remote Tower

**127. A controller can perform the ATCT service of managing arrival including pattern arrival better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#126 is Conventional Tower

**128. A controller can perform the ATCT service of managing arrival including pattern arrival better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#125 is Likely impact

**129. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing arrival including pattern arrival? (Select one or more.)**

- Collisions in which both aircraft were airborne
- Collisions in which only one aircraft was airborne
- Collisions in which both aircraft were on the ground
- Wheels-up landing
- Collisions of aircraft with objects other than aircraft
- Land on wrong runway relative to existing wind
- Not aligned with the runway (or intended landing area)
- Overshoots
- Undershoots
- None of the above

**\* 130. Please provide a justification to all questions and answers on this page.**

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**Airborne Services: Manage Airborne Sequencing and Spacing**

**\* 131. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing airborne sequencing and spacing? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#131 is Likely impact

**132. Which type of tower is more likely to enable controllers to provide the ATCT service of managing airborne sequencing and spacing? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#132 is Remote Tower

**133. A controller can perform the ATCT service of managing airborne sequencing and spacing better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#132 is Conventional Tower

**134. A controller can perform the ATCT service of managing airborne sequencing and spacing better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#131 is Likely impact

**135. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing airborne sequencing and spacing? (Select one or more.)**

- Collisions in which both aircraft were airborne
- Collisions in which only one aircraft was airborne
- Collisions in which both aircraft were on the ground
- Wheels-up landing
- Collisions of aircraft with objects other than aircraft
- Land on wrong runway relative to existing wind
- Not aligned with the runway (or intended landing area)
- Overshoots
- Undershoots
- None of the above

**\* 136. Please provide a justification to all questions and answers on this page.**

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**Airborne Services: Manage Go Around and Missed Approach**

**\* 137. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing go arounds and missed approaches? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#137 is Likely impact

**138. Which type of tower is more likely to enable controllers to provide the ATCT service of managing go arounds and missed approaches? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#138 is Remote Tower

**139. A controller can perform the ATCT service of managing go arounds and missed approaches better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#138 is Conventional Tower

**140. A controller can perform the ATCT service of managing go arounds and missed approaches better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**Airborne Services: Manage Potential or Actual Airborne Conflict**

**\* 143. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing a potential or actual airborne conflict? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#143 is Likely impact

**144. Which type of tower is more likely to enable controllers to provide the ATCT service of managing a potential or actual airborne conflict? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#144 is Remote Tower

**145. A controller can perform the ATCT service of managing a potential or actual airborne conflict better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#144 is Conventional Tower

**146. A controller can perform the ATCT service of managing a potential or actual airborne conflict better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#143 is Likely impact

**147. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing a potential or actual airborne conflict? (Select one or more.)**

- Collisions in which both aircraft were airborne
- Collisions in which only one aircraft was airborne
- Collisions in which both aircraft were on the ground
- Wheels-up landing
- Collisions of aircraft with objects other than aircraft
- Land on wrong runway relative to existing wind
- Not aligned with the runway (or intended landing area)
- Overshoots
- Undershoots
- None of the above

**\* 148. Please provide a justification to all questions and answers on this page.**

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**Airborne Services: Manage Potential or Actual Airspace Violation**

**\* 149. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing a potential or actual airspace violation? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#149 is Likely impact

**150. Which type of tower is more likely to enable controllers to provide the ATCT service of managing a potential or actual airspace violation? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#150 is Remote Tower

**151. A controller can perform the ATCT service of managing a potential or actual airspace violation better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#150 is Conventional Tower

**152. A controller can perform the ATCT service of managing a potential or actual airspace violation better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**Weather Services: Manage Weather and Severe Weather Condition Information**

**\* 155. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing weather and severe weather condition information? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#155 is Likely impact

**156. Which type of tower is more likely to enable controllers to provide the ATCT service of managing weather and severe weather condition information? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#156 is Remote Tower

**157. A controller can perform the ATCT service of managing weather and severe weather condition information better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#156 is Conventional Tower

**158. A controller can perform the ATCT service of managing weather and severe weather condition information better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#155 is Likely impact

**159. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing weather and severe weather condition information? (Select one or more.)**

- Collisions in which both aircraft were airborne
- Collisions in which only one aircraft was airborne
- Collisions in which both aircraft were on the ground
- Wheels-up landing
- Collisions of aircraft with objects other than aircraft
- Land on wrong runway relative to existing wind
- Not aligned with the runway (or intended landing area)
- Overshoots
- Undershoots
- None of the above

**\* 160. Please provide a justification to all questions and answers on this page.**

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**Special Operations, Emergency, and Unusual Situations: Manage Unsafe Condition**

**\* 161. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing unsafe conditions? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#161 is Likely impact

**162. Which type of tower is more likely to enable controllers to provide the ATCT service of managing unsafe conditions? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#162 is Remote Tower

**163. A controller can perform the ATCT service of managing unsafe conditions better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#162 is Conventional Tower

**164. A controller can perform the ATCT service of managing unsafe conditions better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**Special Operations, Emergency, and Unusual Situations: Manage Special Operation**

**\* 167. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing special operations? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#167 is Likely impact

**168. Which type of tower is more likely to enable controllers to provide the ATCT service of managing special operations? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#168 is Remote Tower

**169. A controller can perform the ATCT service of managing special operations better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#168 is Conventional Tower

**170. A controller can perform the ATCT service of managing special operations better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#167 is Likely impact

**171. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing special operations? (Select one or more.)**

- Collisions in which both aircraft were airborne
- Collisions in which only one aircraft was airborne
- Collisions in which both aircraft were on the ground
- Wheels-up landing
- Collisions of aircraft with objects other than aircraft
- Land on wrong runway relative to existing wind
- Not aligned with the runway (or intended landing area)
- Overshoots
- Undershoots
- None of the above

**\* 172. Please provide a justification to all questions and answers on this page.**

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**Special Operations, Emergency, and Unusual Situations: Manage Response to Uncontrolled Object/Aircraft**

**\* 173. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing the response to uncontrolled object/aircraft? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#173 is Likely impact

**174. Which type of tower is more likely to enable controllers to provide the ATCT service of managing the response to uncontrolled object/aircraft? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#174 is Remote Tower

**175. A controller can perform the ATCT service of managing the response to uncontrolled object/aircraft better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#174 is Conventional Tower

**176. A controller can perform the ATCT service of managing the response to uncontrolled object/aircraft better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**Special Operations, Emergency, and Unusual Situations: Manage Emergency Response**

**\* 179. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing emergency response? (Select one option)**

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#179 is Likely impact

**180. Which type of tower is more likely to enable controllers to provide the ATCT service of managing emergency response? (Select one option)**

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#180 is Remote Tower

**181. A controller can perform the ATCT service of managing emergency response better from a remote tower (as compared to a conventional tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#180 is Conventional Tower

**182. A controller can perform the ATCT service of managing emergency response better from a conventional tower (as compared to a remote tower) in \_\_\_% of operations.**

- **For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)**

(Enter a value between 0 and 100)

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**Special Operations, Emergency, and Unusual Situations: Manage Unusual Situation**

\* 185. In your opinion, does the type of tower (remote tower or conventional tower) impact how well the controller can provide the ATCT service of managing unusual situations? (Select one option)

- Likely impact
- Not likely impact or insignificant impact
- Uncertain

**NOTE :** Answer the below question only if answer to Q#185 is Likely impact

186. Which type of tower is more likely to enable controllers to provide the ATCT service of managing unusual situations? (Select one option)

- Remote Tower
- Conventional Tower

**NOTE :** Answer the below question only if answer to Q#186 is Remote Tower

187. A controller can perform the ATCT service of managing unusual situations better from a remote tower (as compared to a conventional tower) in \_\_\_\_% of operations.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#186 is Conventional Tower

188. A controller can perform the ATCT service of managing unusual situations better from a conventional tower (as compared to a remote tower) in \_\_\_\_% of operations.

- For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)

(Enter a value between 0 and 100)

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**NOTE :** Answer the below question only if answer to Q#185 is Likely impact

**189. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing unusual situations? (Select one or more.)**

- Collisions in which both aircraft were airborne
- Collisions in which only one aircraft was airborne
- Collisions in which both aircraft were on the ground
- Wheels-up landing
- Collisions of aircraft with objects other than aircraft
- Land on wrong runway relative to existing wind
- Not aligned with the runway (or intended landing area)
- Overshoots
- Undershoots
- None of the above

\* **190. Please provide a justification to all questions and answers on this page.**

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