\* Required Information

## **Remote Tower Safety Benefit SME Survey**

## 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.

## **Assumptions**

- RT system has been type certified and received AT viability.

- All 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 available.

1. Name			

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)
O Likely impact
O Not likely impact or insignificant impact
O 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)
O Remote Tower
O 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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Remote Tower Safety Benefit SME Survey
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)
O Likely impact
O Not likely impact or insignificant impact
O 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)
O Remote Tower
O Conventional Tower
NOTE: Answer the below question only if answer to Q#8 is Remote Tower
<ol><li>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.</li></ol>
• 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#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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Remote Tower Safety Benefit SME Survey
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)  O Likely impact
O Not likely impact or insignificant impact O Uncertain
NOTE: Answer the below question only if answer to Q#12 is Likely impact
(Select one option)  Remote Tower  Conventional Tower
NOTE: Answer the below question only if answer to Q#13 is Remote Tower
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>
NOTE: Answer the below question only if answer to Q#13 is Conventional Tower
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>

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Remote Tower Safety Benefit SME Survey
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)  Outlikely impact  Outlikely impact or insignificant impact  Uncertain
NOTE: Answer the below question only if answer to Q#17 is Likely impact
<ul> <li>18. Which type of tower is more likely to enable controllers to prevent accidents involving wheels-up landing? (Select one option)</li> <li> Remote Tower</li> <li> Conventional Tower</li> </ul>
NOTE: Answer the below question only if answer to Q#18 is Remote Tower
<ul> <li>19. A controller from a remote tower (as compared to a conventional tower) is% more likely to prevent accidents involving wheels-up landing.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>
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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Remote Tower Safety Benefit SME Survey
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)  Output
<ul><li>Not likely impact or insignificant impact</li><li>Uncertain</li></ul>
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
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>
NOTE: Answer the below question only if answer to Q#23 is Conventional Tower
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>

Remote Tower Safety Benefit SME Survey
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)  Output  Not likely impact or insignificant impact
O Uncertain
NOTE: Answer the below question only if answer to Q#27 is Likely impact
wind? (Select one option)  Remote Tower  Conventional Tower
NOTE: Answer the below question only if answer to Q#28 is Remote Tower
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>
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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Remote Tower Safety Benefit SME Survey
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
<ul><li>Not likely impact or insignificant impact</li><li>Uncertain</li></ul>
NOTE: Answer the below question only if answer to Q#32 is Likely impact
landing area)? (Select one option)  O Remote Tower  O Conventional Tower
NOTE: Answer the below question only if answer to Q#33 is Remote Tower
<ul> <li>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).</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>
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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Remote Tower Safety Benefit SME Survey
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)
O Likely impact  Not likely impact or insignificant impact
O Uncertain
NOTE: Answer the below question only if answer to Q#37 is Likely impact
<ul> <li>38. Which type of tower is more likely to enable controllers to prevent accidents involving aircraft overshoots? (Select one option)</li> <li>O Remote Tower</li> <li>O Conventional Tower</li> </ul>
Conventional Tower
NOTE: Answer the below question only if answer to Q#38 is Remote Tower
<ul> <li>39. A controller from a remote tower (as compared to a conventional tower) is% more likely to prevent accidents involving aircraft overshoots.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>
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)

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

* 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)  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)	Remote Tower Safety Benefit SME Survey
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%)  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%)	Preventable Accident Type: Undershoots.
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%)  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%)	prevent accidents involving aircraft undershoots? (Select one option)
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)  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%)	Not likely impact or insignificant impact
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)  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%)	NOTE: Answer the below question only if answer to Q#42 is Likely impact
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)  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%)	option)  Remote Tower
<ul> <li>45. A controller from a conventional tower (as compared to a remote tower) is% more likely to prevent accidents involving aircraft undershoots.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> </ul>	<ul> <li>44. A controller from a remote tower (as compared to a conventional tower) is% more likely to prevent accidents involving aircraft undershoots.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> </ul>
<ul><li>involving aircraft undershoots.</li><li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li></ul>	
	<ul><li>involving aircraft undershoots.</li><li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li></ul>

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Remote Tower Safety Benefit SME Survey
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)
O Likely impact
O Not likely impact or insignificant impact
O 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)
O Remote Tower
O 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)
<del> </del>
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)

NO	TE	: Answer the below question only if answer to Q#47 is Likely impact			
51	51. Which of these preventable accident categories are impacted by the ATCT service of managing radio communication? (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			
k !	52.	Please provide a justification to all questions and answers on this page.			

Remote Tower Safety Benefit SME Survey
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)
O Likely impact
O Not likely impact or insignificant impact
O 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)
O Remote Tower
O 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)
<b>NOTE:</b> 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)

N	OTE	: Answer the below question only if answer to Q#53 is Likely impact
5	7. W cl	which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing earances, instructions, or 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
r	EO	Please provide a justification to all questions and answers on this page.
	56.	Please provide a justification to all questions and answers on this page.
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Remote Tower Safety Benefit SME Survey
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
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>
NOTE: Answer the below question only if answer to Q#60 is Conventional Tower
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>

NC	OTE	: Answer the below question only if answer to Q#59 is Likely impact
63	B. W fli	Thich of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing ght 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.

lemote Tower Safety Benefit SME Survey	
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)  C Likely impact	
<ul><li>Not likely impact or insignificant impact</li><li>Uncertain</li></ul>	
NOTE: Answer the below question only if answer to Q#65 is Likely impact	
data? (Select one option)  O Remote Tower  O Conventional Tower	
NOTE: Answer the below question only if answer to Q#66 is Remote Tower	
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>	
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)	

NOT	E: Answer the below question only if answer to Q#65 is Likely impact
69. \	Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managin amended flight plan data? (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
* 70	D. Please provide a justification to all questions and answers on this page.
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Remote Tower Safety Benefit SME Survey
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)  Outlikely impact Outlikely impact or insignificant impact Outlikely impact or insignificant impact
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
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>
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)

IE	: Answer the below question only if answer to Q#71 is Likely impact
. W gr	Thich of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing round movement? (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
76.	Please provide a justification to all questions and answers on this page.
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te Tower Safety Benefit SME Survey
ound Movement Services: Manage Ground Sequencing and Spacing.
. 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
E: Answer the below question only if answer to Q#77 is Likely impact  Which type of tower is more likely to enable controllers to provide the ATCT service of managing ground sequencing and
Remote Tower  Conventional Tower
E: Answer the below question only if answer to Q#78 is Remote Tower
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)
E: Answer the below question only if answer to Q#78 is Conventional Tower
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.

NC	OTE	: Answer the below question only if answer to Q#77 is Likely impact
81	l. W gı	hich of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managin ound 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
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*	82.	Please provide a justification to all questions and answers on this page.
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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)
O Likely impact
O Not likely impact or insignificant impact
O 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)
O Remote Tower
O 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 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)
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)

N	OTE	: Answer the below question only if answer to Q#83 is Likely impact
87	7. W ru	thich of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing inway 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
L	00	Places averside a instiffication to all questions and anguess on this ages
r	88.	Please provide a justification to all questions and answers on this page.
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emote	emote Tower Safety Benefit SME Survey	
Gro	ound Movement Services: Takeoff Information and Instructions.	
	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)	
0	Likely impact	
0	Not likely impact or insignificant impact	
0	Uncertain	
NOTE	: Answer the below question only if answer to Q#89 is Likely impact	
	hich type of tower is more likely to enable controllers to provide the ATCT service of managing takeoff information and structions? (Select one option)	
0	Remote Tower	
0	Conventional Tower	
NOTE	: Answer the below question only if answer to Q#90 is Remote Tower	
	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%)	
(E	Enter a value between 0 and 100)	
NOTE	: Answer the below question only if answer to Q#90 is Conventional Tower	
	controller can perform the ATCT service of managing takeoff information and instructions better from a conventional ower (as compared to a remote tower) in% of operations.	
	• For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)	
(E	Enter a value between 0 and 100)	

93. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of manag takeoff information and instructions? (Select one or more.)  Collisions in which both aircraft were 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.	NC	TE	: Answer the below question only if answer to Q#89 is Likely impact
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	93	s. W	hich of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing keoff information and instructions? (Select one or more.)
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	[		Collisions in which both aircraft were airborne
<ul> <li>Wheels-up landing</li> <li>Collisions of aircraft with objects other than aircraft</li> <li>Land on wrong runway relative to existing wind</li> <li>Not aligned with the runway (or intended landing area)</li> <li>Overshoots</li> <li>Undershoots</li> <li>None of the above</li> </ul>	[		Collisions in which only one aircraft was airborne
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	[		Collisions in which both aircraft were on the ground
Land on wrong runway relative to existing wind  Not aligned with the runway (or intended landing area)  Overshoots  Undershoots  None of the above	[		Wheels-up landing
<ul> <li>Not aligned with the runway (or intended landing area)</li> <li>□ Overshoots</li> <li>□ Undershoots</li> <li>□ None of the above</li> </ul>	[		Collisions of aircraft with objects other than aircraft
<ul><li>□ Overshoots</li><li>□ Undershoots</li><li>□ None of the above</li></ul>	[		Land on wrong runway relative to existing wind
Undershoots  None of the above	[		Not aligned with the runway (or intended landing area)
□ None of the above	[		Overshoots
	[		Undershoots
\$ 94. Please provide a justification to all questions and answers on this page.	[		None of the above
94. Please provide a justification to all questions and answers on this page.			
	k	94	Please provide a justification to all questions and answers on this page
		J-1.	ricase provide a justification to all questions and answers on this page.
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	te Tower Safety Benefit SME Survey
Gı	ound Movement Services: Manage Takeoff Cancellation and Aborted Takeoff.
* 95 O	. 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
96. V	E: Answer the below question only if answer to Q#95 is Likely impact  Which type of tower is more likely to enable controllers to provide the ATCT service of managing takeoff cancellation and borted takeoff? (Select one option)
0	Remote Tower  Conventional Tower
NOT	E: Answer the below question only if answer to Q#96 is Remote Tower
1	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)
NOT	E: Answer the below question only if answer to Q#96 is Conventional Tower
	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%)

NOTE	: Answer the below question only if answer to Q#95 is Likely impact
99. W ta	Thich of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managin skeoff 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	D. Please provide a justification to all questions and answers on this page.
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Remote Tower Safety Benefit SME Survey
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)
O Likely impact
Not likely impact or insignificant impact
O 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)
O Remote Tower
O 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)
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)

NOTE: Answer the below question only if answer to Q#101 is Likely impact		
10	5.	Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managir potential or actual ground 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
*	106	5. Please provide a justification to all questions and answers on this page.

Remote Tower Safety Benefit SME Survey
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)
O Likely impact
Not likely impact or insignificant impact
O Uncertain
O chiestain
NOTE: Answer the below question only if answer to Q#107 is Likely impact
<ul> <li>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)</li> <li>         Remote Tower         Conventional Tower     </li> </ul>
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)
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.
<ul> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> </ul>
(Enter a value between 0 and 100)

NOT	E: Answer the below question only if answer to Q#107 is Likely impact
111.	Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managing flow/constraint/traffic management initiative? (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
* 11	2. Please provide a justification to all questions and answers on this page.
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Remote Tower Safety Benefit SME Survey
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)
O Likely impact
O Not likely impact or insignificant impact
O 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)
O Remote Tower
O 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)
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)

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 managin 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	3. Please provide a justification to all questions and answers on this page.
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Remote Tower Safety Benefit SME Survey
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)  Outlikely impact  Outlikely impact or insignificant impact  Uncertain
NOTE: Answer the below question only if answer to Q#119 is Likely impact
<ul> <li>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)</li> <li>Remote Tower</li> <li>Conventional Tower</li> </ul>
NOTE: Answer the below question only if answer to Q#120 is Remote Tower
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>
NOTE: Answer the below question only if answer to Q#120 is Conventional Tower
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>

NOTE	: Answer the below question only if answer to Q#119 is Likely impact
123.	Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managir airborne departure including pattern airborne departure? (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
* 12	4. Please provide a justification to all questions and answers on this page.
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Remote Tower Safety Benefit SME Survey	
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)	
C Net likely impact	
O Not likely impact or insignificant impact	
Uncertain 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)	
O Remote Tower	
O 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)	
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)	

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 managin 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	D. Please provide a justification to all questions and answers on this page.
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Remote Tower Safety Benefit SME Survey
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)  O Likely impact O Not likely impact or insignificant impact
O 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)  O Remote Tower  O Conventional Tower
NOTE: Answer the below question only if answer to Q#132 is Remote Tower
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>
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)

NOTE: Answer the below question only if answer to Q#131 is Likely impact		
13	35.	Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managin 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
*	130	6. Please provide a justification to all questions and answers on this page.
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Remote Tower Safety Benefit SME Survey	
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)  Output  Dikely 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	
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>	
NOTE: Answer the below question only if answer to Q#138 is Conventional Tower	
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> </ul>	
(Enter a value between 0 and 100)	

NOTE: Answer the below question only if answer to Q#137 is Likely impact	
141.	Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managir go arounds and missed approaches? (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
* 14	2. Please provide a justification to all questions and answers on this page.
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Remote Tower Safety Benefit SME Survey
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)
O Likely impact
O Not likely impact or insignificant impact
O 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)  O 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)
<u> </u>
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)

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 manage potential or actual airborne conflict? (Select one or more.)	jing a
	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	
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* 14	48. Please provide a justification to all questions and answers on this page.	
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Remote Tower Safety Benefit SME Survey
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)  O Likely impact O Not likely impact or insignificant impact O Uncertain
NOTE: Answer the below question only if answer to Q#149 is Likely impact
<ul> <li>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)</li> <li>Remote Tower</li> <li>Conventional Tower</li> </ul>
NOTE: Answer the below question only if answer to Q#150 is Remote Tower
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>
NOTE: Answer the below question only if answer to Q#150 is Conventional Tower
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> </ul>
(Enter a value between 0 and 100)

NOTE: Answer the below question only if answer to Q#149 is Likely impact		
153.	Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managir potential or actual airspace violation? (Select one or more.)	ıg a
	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	
* 15	4. Please provide a justification to all questions and answers on this page.	
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Remote Tower Safety Benefit SME Survey	
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)  Outlikely 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	
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> <li>(Enter a value between 0 and 100)</li> </ul>	
NOTE: Answer the below question only if answer to Q#156 is Conventional Tower	
<ul> <li>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.</li> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> </ul>	
(Enter a value between 0 and 100)	

NOT	<b>E</b> : 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
* 1	60. Please provide a justification to all questions and answers on this page.
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Remote Tower Safety Benefit SME Survey
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)
O Likely impact
O Not likely impact or insignificant impact
O 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)
O Remote Tower
O 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)
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)

NOTE	: Answer the below question only if answer to Q#161 is Likely impact
165.	Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managir unsafe conditions? (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
* 16	5. Please provide a justification to all questions and answers on this page.
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Remote Tower Safety Benefit SME Survey	
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)	
O Likely impact	
O Not likely impact or insignificant impact	
O 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)	
O Remote Tower	
O 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)	
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 managin 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		
* 17	2. Please provide a justification to all questions and answers on this page.		
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	Remote Tower Safety Benefit SME Survey		
Special Operations, Emergency, and Unusual Situations: Manage Response to Uncontrolled Object/Aircraft			
	nion, does the type of tower (remote tower or conventional tower) impact how well the controller can ATCT service of managing the response to uncontrolled object/aircraft? (Select one option)		
O Likely impact			
O Not likely imp	act or insignificant impact		
O Uncertain			
NOTE : Answer the	below question only if answer to Q#173 is Likely impact		
	tower is more likely to enable controllers to provide the ATCT service of managing the response to bject/aircraft? (Select one option)		
O Remote Towe	r		
_			
O Conventional	Tower		
	Tower  below question only if answer to Q#174 is Remote Tower		
IOTE: Answer the			
NOTE : Answer the	below question only if answer to Q#174 is Remote Tower  an perform the ATCT service of managing the response to uncontrolled object/aircraft better from a		
NOTE : Answer the 175. A controller of remote tower  • For Ref	below question only if answer to Q#174 is Remote Tower  an perform the ATCT service of managing the response to uncontrolled object/aircraft better from a (as compared to a conventional tower) in% of operations.		
NOTE : Answer the 175. A controller of remote tower  • For Ref	below question only if answer to Q#174 is Remote Tower  an perform the ATCT service of managing the response to uncontrolled object/aircraft better from a case compared to a conventional tower) in% of operations.  Exercise: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)		
NOTE : Answer the  175. A controller of remote tower  • For Ref.  (Enter a value I	below question only if answer to Q#174 is Remote Tower  an perform the ATCT service of managing the response to uncontrolled object/aircraft better from a case compared to a conventional tower) in% of operations.  Exercise: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)		
NOTE : Answer the  175. A controller of remote tower  • For Ref  (Enter a value I	below question only if answer to Q#174 is Remote Tower  an perform the ATCT service of managing the response to uncontrolled object/aircraft better from a r (as compared to a conventional tower) in% of operations.  Berence: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%) obtween 0 and 100)		
NOTE: Answer the  175. A controller of remote tower  • For Ref  (Enter a value I)  NOTE: Answer the  176. A controller of conventional	below question only if answer to Q#174 is Remote Tower  an perform the ATCT service of managing the response to uncontrolled object/aircraft better from a r (as compared to a conventional tower) in% of operations.  erence: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%) between 0 and 100)  below question only if answer to Q#174 is Conventional Tower  an perform the ATCT service of managing the response to uncontrolled object/aircraft better from a		

NOTE: Answer the below question only if answer to Q#173 is Likely impact			
177. Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managin the response to uncontrolled object/aircraft? (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			
* 178. Please provide a justification to all questions and answers on this page.			

Special Operations, Emergency, and Unusual Situations: Manage Emergency Response		
C Likely impact		
Not likely impact or insignificant impact		
O 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)		
O Remote Tower		
O 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)		
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)		

NOTE: Answer the below question only if answer to Q#179 is Likely impact			
18	<ol> <li>Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managine emergency response? (Select one or more.)</li> </ol>		
[	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		
* :	184. Please provide a justification to all questions and answers on this page.		
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Remote Tower Safety Benefit SME Survey		
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)		
O Likely impact		
O Not likely impact or insignificant impact		
O 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		
O 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.		
<ul> <li>For Reference: Negligible (0%-5%), Slight (5%-25%), Moderate (25%-50%), Significant (50%-100%)</li> </ul>		
(Enter a value between 0 and 100)		
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)		

N	ОТЕ	: Answer the below question only if answer to Q#185 is Likely impact
1	89.	Which of these preventable accident categories (reference APO-90-7) are impacted by the ATCT service of managin 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
*	19	0. Please provide a justification to all questions and answers on this page.
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