DAY 2: THURSDAY, JULY 31

Times are approximate (Eastern Time). Breaks will be announced.

Opening Statements . . . . 9:00 a.m. – 9:30 a.m.

- Chairwoman's Opening Statement
- Introduction of the Parties
- Introduction of the Exhibits

PANEL 3 . . . . 9:30 a.m. – 1:45 p.m.
Training, Guidance and Procedures Applicable to DCA Air Traffic Control

Witness Panel	Technical Panel
Clark Allen, FAA Bryan Lehman, FAA Nick Fuller, FAA Eric Silverman, American Airlines Njuen Mandi Chendi, FAA Kenneth Allendoerfer, PhD, FAA James Jarvis, Leidos CW5 David Van Vetchen, US Army Rick Dressler, Metro Aviation, Inc.	Brian Soper Sarah Lewis Katherine Wilson, PhD Capt. Van McKenny

Issue Areas
DCA's airport traffic control tower (ATCT) facility type — Services, radar, visual, expectations
Training and proficiency of controllers — From initial training of all controllers through individual training and certification at DCA ATCT. Initial, classroom, certification, simulation, refresher, recurrent – and compliance with the National Training Initiative (NTI) – and applicable documentation
Training, guidance and procedures applicable to DCA ATC
Resource management — Staffing within the tower, combined positions
Separation standards — Radar, visual, IFR/VFR, application
Conflict alerting — Explanation, controller response expectations, nuisance alert prevalence. Both in general across NAS, as well as specific to DCA ATCT and this accident
System safety logic and alerting — Including design, adaptation, and human factors issues such as controller response
Night vision goggles/"aided pilot" — Impact to ATC
Helicopter holding within the DCA airspace
Traffic flow management — Airport arrival rate (AAR), miles in trail, slot program, TBFM, hourly rate fluctuations
Use of circling to runway 33 for offloading, traffic flow, risk mitigation
ADS-B–in/out — Impact to ATC operations
Safety risk management panels

Lunch *(on your own)* . . . . 1:45 p.m. – 2:45 p.m.

PANEL 4 . . . . 2:45 p.m. – 6:30 p.m.
Overview of Collision Avoidance Technology

Panel 4 has been postponed to Friday, August 1

Witness Panel	Technical Panel
Steve Casner, PhD, NASA Ames (Retired) Matt Haskin, FAA Neal Suchy, FAA Wes Olson, PhD, MIT-Lincoln Laboratory Michael Gries, Collins Aerospace Stacey Rowlan, Sagetech Fabrice Kunzi, PhD, Avidyne Corporation LTC Paul Flanigen, US Army CW5 David Van Vetchen, US Army Capt. Grant Clow, PSA Airlines Capt. David Surridge, American Airlines	Capt. Rocky Stone John Flynn Chihoon Shin Capt. Van McKenny William Bramble, PhD

Issue Areas
Description of collision avoidance technology
FAA requirements for collision avoidance technology for Class B airspace
Difference between the Traffic Alert and Collision Avoidance System (TCAS) and Airborne Collision Avoidance System (ACAS)
Difference between an ACAS and ADS-B Traffic Advisory System (ATAS)
Pilot compliance rate with TCAS resolution advisories (RAs) » Current rate, and what can be done to improve compliance » Reduction in nuisance traffic alerts (TAs) and RAs to improve the compliance rate
Description of TCAS v7.0 and its inhibits (RA inhibit and aural alert inhibit)
Description of collision avoidance technology on board the CRJ » TCAS configuration on the CRJ » Traffic display to the CRJ pilots » Limitations
Description of US Army philosophy of collision avoidance technology » US Army use of ForeFlight for traffic awareness
Description of the results of the TCAS/ACAS simulations using the geometry of this accident
Reduction of RA threshold and effect would that have on operations and TCAS RA compliance
Evolution of ACAS and safety payback/benefit
ACAS-Xr for helicopters and ACAS-Xr standards
Combinations of technology solutions to mitigate the risk of future mid-air collisions
ADSB-Out / In – affect aircraft onboard collision avoidance technology and operations

Chairwoman's Closing Remarks . . 6:30 p.m. – 7:00 p.m.

– DAY 2 ADJOURNS –