DAY 3: FRIDAY, AUGUST 1

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

Opening Statements . . . . . 9:00 a.m. – 9:15 a.m.

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

PANEL 4 . . . . . 9:15 a.m. – 1:30 p.m.
Overview of Collision Avoidance Technology

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

Lunch (*on your own*) . . . . . 1:30 p.m. – 2:30 p.m.

PANEL 5 . . . . . 2:30 p.m. – 5:00 p.m.
Safety Data and Safety Management Systems (SMSs) at the Various Organizations

Witness Panel	Technical Panel
Nick Fuller, FAA **Frank McIntosh,** FAA **Matt Fiscus,** FAA **Clark Allen,** FAA **Matt Cabak,** FAA **John Nelson,** US Army **Marjorie McDonald,** US Army **Rae McInnis,** US Army **Ross Steadman,** US Army **COL Andy Deforest,** US Army **Chris Sailer,** PSA Airlines **James Jarvis,** Leidos **Rick Dressler,** Metro Aviation, Inc.	**Jana Price, PhD** **Loren Groff, PhD** **William Bramble, PhD** **Brian Soper** **Katherine Wilson, PhD**

Issue Areas
Safety risk management (SRM) and safety assurance processes
Safety data indicators of midair collison risk
Triggers for SRM reviews
Awareness of midair collision risk at DCA
Communication among stakeholder groups about midair collision risk
SMS activities and outcomes

Chairwoman's Closing Remarks . . 5:00 p.m. – 5:30 p.m.

– HEARING ADJOURNS –

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Investigation Page

Investigative Hearing