Air Traffic Control Resource Team ACT-510

The Air Traffic Control (ATC) Resource Team has the unique capability of integrating any type of controller display system.

The ATC Resource Team, in support of the Multiple Parallel Approach Program, has conducted over 22 full-scale simulations using systems such as the Precision Runway Monitor (PRM), the Final Monitor Aid (FMA), the Automated Radar Terminal System-III (ARTS-III), the Full Digital ARTS Display System (FDADS), the Automated Radar Terminal System/Data Entry Display System (ARTS/DEDS), and the HOST/EDARC. A variety of cockpit simulators including B767s, B747-400s, B737-300s, MD88s, L1011s, B727s, and a C421 were also incorporated, allowing for complete end-to-end evaluations.

The ATC Resource Team has contributed to the efficiency of the National Airspace System in many ways, including work such as national standards and procedures development testing, and airspace configuration studies. Through these studies, the ATC Resource Team continues to provide leadership in enhancing safety and capacity throughout the National Airspace System.

NATIONAL STANDARDS AND PROCEDURES DEVELOPMENT TESTING

Site specific studies have used display systems such as the FDADS, the PRM, and the FMA. As a result, procedures for simultaneous Instrument Landing System (ILS) approaches to quadruple parallel runways at Dallas/Fort Worth, to closely spaced dual-parallel runways at Minneapolis-St. Paul, and to triple-parallel runways at the new Denver International Airport (DEN) have been approved. The work of the ATC Resource Team has also led to the establishment of national standards for simultaneous ILS approaches to triple-parallel runways using the current ARTS display system and to closely spaced dual-parallel runways using the PRM System.

AIRSPACE CONFIGURATION STUDIES

To support the development of DEN, the ATC Resource Team conducted a simulation to evaluate the proposed airspace configuration and the associated procedures. This airspace study simultaneously tested the TRACON and the ARTCC using the ARTS III and the En Route ATC Labs. The 13 day simulation evaluated Denver's airspace requirements covering more than a 200-mile radius. Air traffic flows to and from DEN and nine surrounding satellite airports were examined. The study included the adaptation of nine radar sites and over 180 airways and jet routes.

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System Efficiency