The Air Traffic Management Technology Demonstration-1 (ATD-1) subproject closed out in May 2018 after successfully demonstrating two technologies that are expected to improve efficiency and throughput of arrival operations at busy airports. The first of these technologies is a NASA-developed ground-based automation technology for air traffic controllers called Terminal Sequencing and Spacing (TSAS) that extends the arrival metering capabilities of the FAA’s Time Based Flow Management (TBFM) system into terminal airspace. In May 2015, NASA and the FAA partnered to demonstrate TSAS at the FAA’s William J. Hughes Technical Center in order to reduce the FAA’s risks when implementing TSAS in the production TBFM system. Later in the ATD-1 lifecycle, an airborne-based technology called Flight Deck Interval Management (FIM) was tested using a NASA-developed spacing algorithm implemented on an avionics prototype built by the prime contractor, Boeing Research and Technology. FIM demonstrations were conducted over central and eastern Washington State during 19 flight test days, and made use of satellite-based navigation. From September 2013 to May 2018, ATD-1 executed eight technology transfers to the FAA, totaling nearly three gigabytes of technology artifacts ranging from software to technical publications and reports.