

Exhibit 300: Capital Asset Plan and Business Case Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview (All Capital Assets)

1. Date of Submission: 7/30/2007
2. Agency: Department of Transportation
3. Bureau: Federal Aviation Administration
4. Name of this Capital Asset: FAAXX711 - Data Communications NextGen Support (DataComm)
5. Unique Project (Investment) Identifier: (For IT investment only, see section 53. For all other, use agency ID system.) 021-12-01-12-01-1040-00
6. What kind of investment will this be in FY2009? (Please NOTE: Investments moving to O&M in FY2009, with Planning/Acquisition activities prior to FY2009 should not select O&M. These investments should indicate their current status.) Planning
7. What was the first budget year this investment was submitted to OMB? FY2009
8. Provide a brief summary and justification for this investment, including a brief description of how this closes in part or in whole an identified agency performance gap:

Air traffic management in the National Airspace System (NAS) is dependent upon rapid reliable communications between air traffic controllers and pilots. The present voice-based air/ground infrastructure will not support traffic growth past 2020. Since controllers currently communicate with pilots using voice, revisions to aircraft flightpaths are made through multiple instructions or lengthy verbal exchange. This process is workload intensive, often requires instructions to be repeated, and is prone to verbal communication errors. Increased controller workload and flight delays are the result, which impact the capacity of the NAS. Many of the transformational improvements associated with the Next Generation Air Transportation System (NextGen), including trajectory-based flight and net-centric operations, cannot be achieved using the present voice system. Data Communications will bridge this gap, and is an essential pre-requisite for NextGen, and to ensure the NAS has the capacity to grow.

Data Communications will implement services that maximize controller productivity, reduce operational errors associated with voice communications, and reduce delays. Data Communications is comprised of automation enhancements for air traffic control message generation and exchange (hardware and software), and the communications data link between aircraft and ground users. Automation enhancements and link acquisition will begin in late 2009 with initial operations in 2013, so benefits from Data Communications will be realized beginning 2014.

Initial Investment Decision is expected June 2008. Since the program will remain in the planning phase through 2009, the BY09 costs identified include planning as well as acquisition costs associated with initial system vendor contracts. The Data Communications plan calls for multi-stage, incremental development and deployment, so the program anticipates planning activities and costs as subsequent program segments proceed through the investment analysis process. Since Data Communications is in the planning phase, cost, schedule, and performance data reflect the current program plan, which will continue to be refined as the planning is refined.

Internal reprogramming funded early planning activities. Program funding begins in FY08.
9. Did the Agency's Executive/Investment Committee approve this request? No
 - a. If "yes," what was the date of this approval?
10. Did the Project Manager review this Exhibit? Yes
11. Contact information of Project Manager?

Name	Anderson, Sandra
Phone Number	Redacted
Email	sandra.anderson@faa.gov
- a. What is the current FAC-P/PM certification level of the project/program manager? TBD
12. Has the agency developed and/or promoted cost effective, energy-efficient and environmentally sustainable techniques or practices for this project? No
 - a. Will this investment include electronic assets (including computers)? Yes
 - b. Is this investment for new construction or major retrofit of a Federal building or facility? (answer applicable to non-IT assets only) No

1. If "yes," is an ESPC or UESC being used to help fund this investment?

2. If "yes," will this investment meet sustainable design principles?

3. If "yes," is it designed to be 30% more energy efficient than relevant code?

13. Does this investment directly support one of the PMA initiatives? No

If "yes," check all that apply:

a. Briefly and specifically describe for each selected how this asset directly supports the identified initiative(s)? (e.g. If E-Gov is selected, is it an approved shared service provider or the managing partner?)

14. Does this investment support a program assessed using the Program Assessment Rating Tool (PART)? (For more information about the PART, visit www.whitehouse.gov/omb/part.) Yes

a. If "yes," does this investment address a weakness found during a PART review? Yes

b. If "yes," what is the name of the PARTed program? Air Traffic Services

c. If "yes," what rating did the PART receive? Adequate

15. Is this investment for information technology? Yes

If the answer to Question 15 is "Yes," complete questions 16-23 below. If the answer is "No," do not answer questions 16-23.

For information technology investments only:

16. What is the level of the IT Project? (per CIO Council PM Guidance) Level 3

17. What project management qualifications does the Project Manager have? (per CIO Council PM Guidance) (1) Project manager has been validated as qualified for this investment

18. Is this investment or any project(s) within this investment identified as "high risk" on the Q4 - FY 2007 agency high risk report (per OMB Memorandum M-05-23) No

19. Is this a financial management system? No

a. If "yes," does this investment address a FFIA compliance area?

1. If "yes," which compliance area:

2. If "no," what does it address?

b. If "yes," please identify the system name(s) and system acronym(s) as reported in the most recent financial systems inventory update required by Circular A-11 section 52

20. What is the percentage breakout for the total FY2009 funding request for the following? (This should total 100%)

Hardware	0.000000
Software	56.000000
Services	44.000000
Other	0.000000

21. If this project produces information dissemination products for the public, are these products published to the Internet in conformance with OMB Memorandum 05-04 and included in your agency inventory, schedules and priorities? N/A

22. Contact information of individual responsible for privacy related questions:

Name	Mauney, Carla
Phone Number	Redacted
Title	Privacy Officer
E-mail	carla.mauney@faa.gov

23. Are the records produced by this investment appropriately scheduled with the National Archives and Records Administration's approval? Yes

Question 24 must be answered by all Investments:

24. Does this investment directly support one of the GAO High Risk Areas? No

Section B: Summary of Spending (All Capital Assets)

1. Provide the total estimated life-cycle cost for this investment by completing the following table. All amounts represent budget authority in millions, and are rounded to three decimal places. Federal personnel costs should be included only in the row designated "Government FTE Cost," and should be excluded from the amounts shown for "Planning," "Full Acquisition," and "Operation/Maintenance." The "TOTAL" estimated annual cost of the investment is the sum of costs for "Planning," "Full Acquisition," and "Operation/Maintenance." For Federal buildings and facilities, life-cycle costs should include long term energy, environmental, decommissioning, and/or restoration costs. The costs associated with the entire life-cycle of the investment should be included in this report.

Table 1: SUMMARY OF SPENDING FOR PROJECT PHASES (REPORTED IN MILLIONS) (Estimates for BY+1 and beyond are for planning purposes only and do not represent budget decisions)									
	PY-1 and earlier	PY 2007	CY 2008	BY 2009	BY+1 2010	BY+2 2011	BY+3 2012	BY+4 and beyond	Total
Planning:	0	0	7.4	12.7	Redacted	Redacted	Redacted	Redacted	Redacted
Acquisition:	0	0	0	16.1	Redacted	Redacted	Redacted	Redacted	Redacted
Subtotal Planning & Acquisition:	0	0	7.4	28.8	Redacted	Redacted	Redacted	Redacted	Redacted
Operations & Maintenance:	0	0	0	0	Redacted	Redacted	Redacted	Redacted	Redacted
TOTAL:	0	0	7.4	28.8	Redacted	Redacted	Redacted	Redacted	Redacted
Government FTE Costs should not be included in the amounts provided above.									
Government FTE Costs	0	0	2.4	2.5	Redacted	Redacted	Redacted	Redacted	Redacted
Number of FTE represented by Costs:	0	0	14	14	Redacted	Redacted	Redacted	Redacted	Redacted

Note: For the multi-agency investments, this table should include all funding (both managing partner and partner agencies). Government FTE Costs should not be included as part of the TOTAL represented.

2. Will this project require the agency to hire additional FTE's? No

a. If "yes," How many and in what year?

3. If the summary of spending has changed from the FY2008 President's budget request, briefly explain those changes:

Redacted

Section C: Acquisition/Contract Strategy (All Capital Assets)

1. Complete the table for all (including all non-Federal) contracts and/or task orders currently in place or planned for this investment. Total Value should include all option years for each contract. Contracts and/or task orders completed do not need to be included.

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:

During Investment Analysis, contract vehicles available within the agency will be utilized to provide program management, systems engineering, safety, security, specialty engineering, and operational support for the Data Communications Program. Due to the nature of these planning support needs, which require subject matter expertise for human factors and safety analyses, performance contract development, communications engineering, and international standards creation, cost plus and time/materials contracts are the most appropriate contract vehicles. Task orders will be deliverable-based and require extensive monthly project status and performance reporting. Across contracts, the Data Comm. Program Office will continuously monitor contractor progress and estimate work accomplished by comparing and tracking tasks delivered and percentages complete against the product delivery schedule. All products will be reviewed by federal employees to ensure quality. In this manner, the program will manage contract risk and achieve the performance-based management appropriate to this planning phase effort.

The table lists the first acquisition contracts that follow Final Investment Decision. The final number and specific type of acquisition contracts will be determined during Final Investment Analysis, once the preferred alternative has been identified and the Integrated Acquisition Strategy is complete. These contracts will contain EVM requirements in conformance with ANSI/EIA-748, "Earned Value Management Systems". During Final Investment Analysis, the program will establish Service Level Agreements with the Enroute and Terminal Organizations to identify resource, cost, schedule, metrics and oversight considerations, to facilitate performance monitoring and reduce risk for program milestones.

In preparation for the Final Investment Decision, the program will support Agency review of program management and EVM practices. After the Final Investment Decision, monthly program reviews, detailed schedule and EVM reporting will be applied in accordance with FAA EVM Policy. The program will employ ANSI 748 compliant EVMS and require contractors and Government staff to provide performance reporting data in support of the EVMS. The program office will conduct a full EVMS assessment within 60 days of the program's Final Investment Decision. Prior to contract awards, the program will schedule and conduct internal pre-award Integrated Baseline Review.

3. Do the contracts ensure Section 508 compliance? Yes

a. Explain why: In accordance with FAA's Section 508 Procurement Standard Operating Procedures, the Data Communications Program will determine which of the Section 508 standards apply to the program and will comply with each applicable standard. This will be accomplished during the planning phase in FY08/09. The support contracts that are in place, as listed in the table in Section C.1, are not Information Technology purchases.

4. Is there an acquisition plan which has been approved in accordance with agency requirements? No

- a. If "yes," what is the date?
- b. If "no," will an acquisition plan be developed? Yes
 - 1. If "no," briefly explain why:

Section D: Performance Information (All Capital Assets)

In order to successfully address this area of the exhibit 300, performance goals must be provided for the agency and be linked to the annual performance plan. The investment must discuss the agency's mission and strategic goals, and performance measures (indicators) must be provided. These goals need to map to the gap in the agency's strategic goals and objectives this investment is designed to fill. They are the internal and external performance benefits this investment is expected to deliver to the agency (e.g., improve efficiency by 60 percent, increase citizen participation by 300 percent a year to achieve an overall citizen participation rate of 75 percent by FY 2xxx, etc.). The goals must be clearly measurable investment outcomes, and if applicable, investment outputs. They do not include the completion date of the module, milestones, or investment, or general goals, such as, significant, better, improved that do not have a quantitative or qualitative measure.

Agencies must use the following table to report performance goals and measures for the major investment and use the Federal Enterprise Architecture (FEA) Performance Reference Model (PRM). Map all Measurement Indicators to the corresponding "Measurement Area" and "Measurement Grouping" identified in the PRM. There should be at least one Measurement Indicator for each of the four different Measurement Areas (for each fiscal year). The PRM is available at www.egov.gov. The table can be extended to include performance measures for years beyond FY 2009.

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2008	Reduced Congestion	Customer Results	Service Coverage	Service Efficiency	Projected Indicator Metric: Percent of flight delays due to air traffic management	Baseline value to be determined during Planning phase Investment Analysis	Target / Planned Improvement values to be developed during Planning phase Investment Analysis	Actual benefits will begin in 2014

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2008	Safety	Customer Results	Service Quality	Accuracy of Service or Product Delivered	Projected Indicator Metric: Operational errors due to miscommunications	Baseline value to be determined during Planning phase Investment Analysis	Target / Planned Improvement values to be developed during Planning phase Investment Analysis	Actual benefits will begin in 2014
2008	Reduced Congestion	Mission and Business Results	Transportation	Air Transportation	Projected Indicator Metric: National Airspace System Air Traffic Capacity	Baseline value to be determined during Planning phase Investment Analysis	Target / Planned Improvement values to be developed during Planning phase Investment Analysis	Actual benefits will begin in 2014
2008	Organizational Excellence	Processes and Activities	Financial (Processes and Activities)	Financial Management	Projected Indicator Metric: Air Traffic Operation Unit Costs	Baseline value to be determined during Planning phase Investment Analysis	Target / Planned Improvement values to be developed during Planning phase Investment Analysis	Actual benefits will begin in 2014
2008	Reduced Congestion	Processes and Activities	Productivity and Efficiency	Efficiency	Projected Indicator Metric: Air traffic operations per employee	Baseline value to be determined during Planning phase Investment Analysis	Target / Planned Improvement values to be developed during Planning phase Investment Analysis	Actual benefits will begin in 2014
2008	Reduced Congestion	Processes and Activities	Productivity and Efficiency	Productivity	Projected Indicator Metric: Number of aircraft per air traffic controller	Baseline value to be determined during Planning phase Investment Analysis	Target / Planned Improvement values to be developed during Planning phase Investment Analysis	Actual benefits will begin in 2014
2008	Safety	Technology	Efficiency	Interoperability	Projected Indicator Metric: Cockpit Situational Awareness of airspace and facility status	Baseline value to be determined during Planning phase Investment Analysis	Target / Planned Improvement values to be developed during Planning phase Investment Analysis	Actual benefits will begin in 2014
2008	Reduced Congestion	Technology	Efficiency	Load levels	Projected Indicator Metric: Air traffic delays associated with airspace congestion, availability or air traffic management	Baseline value to be determined during Planning phase Investment Analysis	Target / Planned Improvement values to be developed during Planning phase Investment Analysis	Actual benefits will begin in 2014
2008	Global Connectivity	Technology	Reliability and Availability	Availability	Projected Indicator Metric: Percent of Data-equipped aircraft that can be supported by the National Airspace System	Baseline value to be determined during Planning phase Investment Analysis	Target / Planned Improvement values to be developed during Planning phase Investment Analysis	Actual benefits will begin in 2014
2009	Reduced Congestion	Customer Results	Service Coverage	Service Efficiency	Projected Indicator Metric: Percent of flight delays due to air traffic management	Projected Baseline: Number of 2012 scheduled flight experiencing >15 min non-weather induced	Projected: Reduce ATC-induced air traffic delays by improving access to airspace	Actual benefits will begin in 2014. Baseline and Target/Planned Improvement to be finalized in FY09
2009	Safety	Customer Results	Service Quality	Accuracy of Service or Product Delivered	Projected Indicator Metric: Operational errors due to	Projected Baseline TBD	Projected: Improve safety of air travel by reducing	Actual benefits will begin 2014. Baseline and Target/Planned

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
					miscommunications		operational errors associated with voice communications	Improvement to be finalized in FY09
2009	Reduced Congestion	Mission and Business Results	Transportation	Air Transportation	Projected Indicator Metric: National Airspace System Air Traffic Capacity	Projected Baseline: 2012 Total NAS Operations	Projected: Enhance National Airspace System's ability to handle increased levels of air traffic	Actual benefits will begin 2014. Baseline and Target/Planned Improvement to be finalized in FY09
2009	Organizational Excellence	Processes and Activities	Financial (Processes and Activities)	Financial Management	Projected Indicator Metric: Air Traffic Operation Unit Costs	Projected Baseline: 2012 published \$ per NAS operation	Projected: Reduce air traffic management cost per flight	Actual benefits will begin in 2014. Baseline and Target/Planned Improvement to be finalized in FY09
2009	Reduced Congestion	Processes and Activities	Productivity and Efficiency	Efficiency	Projected Indicator Metric: Air traffic operations per employee	Projected Baseline: 2012 total operations over 2012 actual controller staffing	Projected: Increase the number of operations per employee by increased use of automation and reduction of repetitive, low-value-added activities	Actual benefits will begin in 2014. Baseline and Target/Planned Improvement to be finalized in FY09
2009	Reduced Congestion	Processes and Activities	Productivity and Efficiency	Productivity	Projected Indicator Metric: Number of aircraft per air traffic controller	Projected Baseline: Composite en route sector MAP value	Projected: Provide tools, processes and automation to reduce the labor required to manage each flight	Actual benefits will begin in 2014. Baseline and Target/Planned Improvement to be finalized in FY09
2009	Safety	Technology	Efficiency	Interoperability	Projected Indicator Metric: Cockpit Situational Awareness of airspace and facility status	Projected Baseline: TBD	Projected: Reduce inefficiencies associated with delivery of air traffic status information	Actual benefits will begin in 2014. Baseline and Target/Planned Improvement to be finalized in FY09
2009	Reduced Congestion	Technology	Efficiency	Load levels	Projected Indicator Metric: Air traffic delays associated with airspace congestion, availability or air traffic management	Projected Baseline: 2012 experienced average minutes per domestic scheduled flight	Projected: Reduce air traffic delays (minutes per flight)	Actual benefits will begin in 2014. Baseline and Target/Planned Improvement to be finalized in FY09
2009	Global Connectivity	Technology	Reliability and Availability	Availability	Projected Indicator Metric: Percent of Data-equipped aircraft that can be supported by the National Airspace System	Projected Baseline: 0% (2012 level of aircraft supported by FAA en route data comm.)	Projected: Enable 100% of data-capable aircraft to use data communications services within the Continental United States	Actual benefits will begin in 2014. Baseline and Target/Planned Improvement to be finalized in FY09

Section E: Security and Privacy (IT Capital Assets only)

In order to successfully address this area of the business case, each question below must be answered at the system/application level, not at a program or agency level. Systems supporting this investment on the planning and operational systems security tables should match the systems on the privacy table below. Systems on the Operational Security Table must be included on your agency FISMA system inventory and should be easily referenced in the inventory (i.e., should use the same name or identifier).

For existing Mixed-Life Cycle investments where enhancement, development, and/or modernization is planned, include the investment in both the "Systems in Planning" table (Table 3) and the "Operational Systems" table (Table 4). Systems which are already operational, but have enhancement, development, and/or modernization activity, should be included in both Table 3 and Table 4. Table 3 should reflect the planned date for the system changes to be complete and operational, and the planned date for the associated C&A update. Table 4 should reflect the current status of the requirements listed. In this context, information contained within Table 3 should characterize what updates to testing and documentation will occur before implementing the

enhancements; and Table 4 should characterize the current state of the materials associated with the existing system.

All systems listed in the two security tables should be identified in the privacy table. The list of systems in the "Name of System" column of the privacy table (Table 8) should match the systems listed in columns titled "Name of System" in the security tables (Tables 3 and 4). For the Privacy table, it is possible that there may not be a one-to-one ratio between the list of systems and the related privacy documents. For example, one PIA could cover multiple systems. If this is the case, a working link to the PIA may be listed in column (d) of the privacy table more than once (for each system covered by the PIA).

The questions asking whether there is a PIA which covers the system and whether a SORN is required for the system are discrete from the narrative fields. The narrative column provides an opportunity for free text explanation why a working link is not provided. For example, a SORN may be required for the system, but the system is not yet operational. In this circumstance, answer "yes" for column (e) and in the narrative in column (f), explain that because the system is not operational the SORN is not yet required to be published.

Please respond to the questions below and verify the system owner took the following actions:

1. Have the IT security costs for the system(s) been identified and integrated into the overall costs of the investment: Yes
 - a. If "yes," provide the "Percentage IT Security" for the budget year: 5.00
2. Is identifying and assessing security and privacy risks a part of the overall risk management effort for each system supporting or part of this investment. Yes

3. Systems in Planning and Undergoing Enhancement(s), Development, and/or Modernization - Security Table(s):			
Name of System	Agency/ or Contractor Operated System?	Planned Operational Date	Date of Planned C&A update (for existing mixed life cycle systems) or Planned Completion Date (for new systems)
Redacted			

4. Operational Systems - Security Table:							
Name of System	Agency/ or Contractor Operated System?	NIST FIPS 199 Risk Impact level (High, Moderate, Low)	Has C&A been Completed, using NIST 800-37? (Y/N)	Date Completed: C&A	What standards were used for the Security Controls tests? (FIPS 200/NIST 800-53, Other, N/A)	Date Complete(d): Security Control Testing	Date the contingency plan tested
Redacted							

5. Have any weaknesses, not yet remediated, related to any of the systems part of or supporting this investment been identified by the agency or IG? No
 - a. If "yes," have those weaknesses been incorporated into the agency's plan of action and milestone process?
6. Indicate whether an increase in IT security funding is requested to remediate IT security weaknesses? Redacted
 - a. If "yes," specify the amount, provide a general description of the weakness, and explain how the funding request will remediate the weakness.
Redacted
7. How are contractor security procedures monitored, verified, and validated by the agency for the contractor systems above?
Redacted

8. Planning & Operational Systems - Privacy Table:					
(a) Name of System	(b) Is this a new system? (Y/N)	(c) Is there at least one Privacy Impact Assessment (PIA) which covers this system? (Y/N)	(d) Internet Link or Explanation	(e) Is a System of Records Notice (SORN) required for this system? (Y/N)	(f) Internet Link or Explanation
Data Communications NextGen Support	Yes	No	The system does not contain, process, or transmit personal identifying information. Private network not connected to public internet. A PIA is not required.	No	The system is not a Privacy Act system of records. NOTE: The system does not contain, process, or transmit personal identifying information.

Details for Text Options:
Column (d): If yes to (c), provide the link(s) to the publicly posted PIA(s) with which this system is associated. If no to (c), provide an explanation why the PIA has not been publicly posted or why the PIA has not been conducted.

8. Planning & Operational Systems - Privacy Table:					
(a) Name of System	(b) Is this a new system? (Y/N)	(c) Is there at least one Privacy Impact Assessment (PIA) which covers this system? (Y/N)	(d) Internet Link or Explanation	(e) Is a System of Records Notice (SORN) required for this system? (Y/N)	(f) Internet Link or Explanation
Column (f): If yes to (e), provide the link(s) to where the current and up to date SORN(s) is published in the federal register. If no to (e), provide an explanation why the SORN has not been published or why there isn't a current and up to date SORN.					
Note: Working links must be provided to specific documents not general privacy websites. Non-working links will be considered as a blank field.					

Section F: Enterprise Architecture (EA) (IT Capital Assets only)

In order to successfully address this area of the capital asset plan and business case, the investment must be included in the agency's EA and Capital Planning and Investment Control (CPIC) process and mapped to and supporting the FEA. The business case must demonstrate the relationship between the investment and the business, performance, data, services, application, and technology layers of the agency's EA.

1. Is this investment included in your agency's target enterprise architecture? Yes

a. If "no," please explain why?

2. Is this investment included in the agency's EA Transition Strategy? Yes

a. If "yes," provide the investment name as identified in the Transition Strategy provided in the agency's most recent annual EA Assessment. NextGen (Data Comm enables NextGen, which is included in the DOT Transition Strategy)

b. If "no," please explain why?

3. Is this investment identified in a completed (contains a target architecture) and approved segment architecture? Yes

a. If "yes," provide the name of the segment architecture as provided in the agency's most recent annual EA Assessment. Air Traffic

4. Service Component Reference Model (SRM) Table:								
Identify the service components funded by this major IT investment (e.g., knowledge management, content management, customer relationship management, etc.). Provide this information in the format of the following table. For detailed guidance regarding components, please refer to http://www.egov.gov .								
Agency Component Name	Agency Component Description	FEA SRM Service Domain	FEA SRM Service Type	FEA SRM Component (a)	Service Component Reused Name (b)	Service Component Reused UPI (b)	Internal or External Reuse? (c)	BY Funding Percentage (d)
ATC Separation Assurance	The separation assurance service ensures that aircraft maintain a safe distance from other aircraft, terrain, obstacles, and certain airspace not designated for routine air travel. Separation assurance involves the application of separation standards to ensure safety. Standards are defined for aircraft operating in different environments.	Back Office Services	Data Management	Data Exchange			No Reuse	20
ATC-Advisory	Air traffic control and other facilities provide advice and information to assist pilots in the safe conduct of flight and aircraft	Back Office Services	Data Management	Data Exchange			No Reuse	20

4. Service Component Reference Model (SRM) Table:

Identify the service components funded by this major IT investment (e.g., knowledge management, content management, customer relationship management, etc.). Provide this information in the format of the following table. For detailed guidance regarding components, please refer to <http://www.egov.gov>.

Agency Component Name	Agency Component Description	FEA SRM Service Domain	FEA SRM Service Type	FEA SRM Component (a)	Service Component Reused Name (b)	Service Component Reused UPI (b)	Internal or External Reuse? (c)	BY Funding Percentage (d)
	movement. These advisories include providing weather information, traffic, and NAS status information to pilots, flight planners, and the general public. These advisories and information are either directed to a specific location or broadcast to any user in the area.							
TM Synchronization	Traffic synchronization supports expeditious flight for the large number of aircraft using the NAS during any given period of time. NAS processes operate to maximize efficiency and capacity in response to weather, NAS infrastructure, runway availability or other conditions. Traffic synchronization is the tactical portion of traffic management providing sequencing, spacing, and routing of aircraft. Traffic synchronization activities are accomplished while maintaining separation assurance and impl	Process Automation Services	Routing and Scheduling	Inbound Correspondence Management			No Reuse	20
TM Synchronization	Traffic synchronization supports expeditious flight for the large number of aircraft using the NAS during any given period of time. NAS processes operate to maximize efficiency and capacity in response to weather, NAS infrastructure, runway availability or other conditions. Traffic synchronization is the tactical portion of traffic management	Process Automation Services	Routing and Scheduling	Outbound Correspondence Management			No Reuse	20

4. Service Component Reference Model (SRM) Table:
 Identify the service components funded by this major IT investment (e.g., knowledge management, content management, customer relationship management, etc.). Provide this information in the format of the following table. For detailed guidance regarding components, please refer to <http://www.egov.gov>.

Agency Component Name	Agency Component Description	FEA SRM Service Domain	FEA SRM Service Type	FEA SRM Component (a)	Service Component Reused Name (b)	Service Component Reused UPI (b)	Internal or External Reuse? (c)	BY Funding Percentage (d)
	providing sequencing, spacing, and routing of aircraft. Traffic synchronization activities are accomplished while maintaining separation assurance and Impl							
ATC Separation Assurance	The separation assurance service ensures that aircraft maintain a safe distance from other aircraft, terrain, obstacles, and certain airspace not designated for routine air travel. Separation assurance involves the application of separation standards to ensure safety. Standards are defined for aircraft operating in different environments.	Support Services	Systems Management	Remote Systems Control			No Reuse	20

- a. Use existing SRM Components or identify as "NEW". A "NEW" component is one not already identified as a service component in the FEA SRM.
- b. A reused component is one being funded by another investment, but being used by this investment. Rather than answer yes or no, identify the reused service component funded by the other investment and identify the other investment using the Unique Project Identifier (UPI) code from the OMB Ex 300 or Ex 53 submission.
- c. 'Internal' reuse is within an agency. For example, one agency within a department is reusing a service component provided by another agency within the same department. 'External' reuse is one agency within a department reusing a service component provided by another agency in another department. A good example of this is an E-Gov initiative service being reused by multiple organizations across the federal government.
- d. Please provide the percentage of the BY requested funding amount used for each service component listed in the table. If external, provide the percentage of the BY requested funding amount transferred to another agency to pay for the service. The percentages in the column can, but are not required to, add up to 100%.

5. Technical Reference Model (TRM) Table:
 To demonstrate how this major IT investment aligns with the FEA Technical Reference Model (TRM), please list the Service Areas, Categories, Standards, and Service Specifications supporting this IT investment.

FEA SRM Component (a)	FEA TRM Service Area	FEA TRM Service Category	FEA TRM Service Standard	Service Specification (b) (i.e., vendor and product name)
Data Exchange	Component Framework	Data Interchange	Data Exchange	Redacted
Remote Systems Control	Component Framework	Data Interchange	Data Exchange	Redacted
Inbound Correspondence Management	Component Framework	Data Interchange	Data Exchange	Redacted
Outbound Correspondence Management	Component Framework	Data Interchange	Data Exchange	Redacted
Data Exchange	Service Access and Delivery	Access Channels	Other Electronic Channels	Redacted
Remote Systems Control	Service Access and Delivery	Access Channels	Other Electronic Channels	Redacted
Inbound Correspondence Management	Service Access and Delivery	Access Channels	Other Electronic Channels	Redacted
Outbound Correspondence Management	Service Access and Delivery	Access Channels	Other Electronic Channels	Redacted
Data Exchange	Service Access and Delivery	Service Transport	Service Transport	Redacted
Remote Systems Control	Service Access and Delivery	Service Transport	Service Transport	Redacted
Inbound Correspondence	Service Access and Delivery	Service Transport	Service Transport	Redacted

5. Technical Reference Model (TRM) Table:

To demonstrate how this major IT investment aligns with the FEA Technical Reference Model (TRM), please list the Service Areas, Categories, Standards, and Service Specifications supporting this IT investment.

FEA SRM Component (a)	FEA TRM Service Area	FEA TRM Service Category	FEA TRM Service Standard	Service Specification (b) (i.e., vendor and product name)
Management				
Outbound Correspondence Management	Service Access and Delivery	Service Transport	Service Transport	Redacted

a. Service Components identified in the previous question should be entered in this column. Please enter multiple rows for FEA SRM Components supported by multiple TRM Service Specifications

b. In the Service Specification field, agencies should provide information on the specified technical standard or vendor product mapped to the FEA TRM Service Standard, including model or version numbers, as appropriate.

6. Will the application leverage existing components and/or applications across the Government (i.e., FirstGov, Pay.Gov, etc)? No

a. If "yes," please describe.

Exhibit 300: Part II: Planning, Acquisition and Performance Information

Section A: Alternatives Analysis (All Capital Assets)

Part II should be completed only for investments identified as "Planning" or "Full Acquisition," or "Mixed Life-Cycle" investments in response to Question 6 in Part I, Section A above.

In selecting the best capital asset, you should identify and consider at least three viable alternatives, in addition to the current baseline, i.e., the status quo. Use OMB Circular A-94 for all investments and the Clinger Cohen Act of 1996 for IT investments to determine the criteria you should use in your Benefit/Cost Analysis.

- 1. Did you conduct an alternatives analysis for this project? No
 - a. If "yes," provide the date the analysis was completed?
 - b. If "no," what is the anticipated date this analysis will be completed? 6/30/2008
 - c. If no analysis is planned, please briefly explain why:

2. Alternative Analysis Results:			* Costs in millions
Use the results of your alternatives analysis to complete the following table:			
Alternative Analyzed	Description of Alternative	Risk Adjusted Lifecycle Costs estimate	Risk Adjusted Lifecycle Benefits estimate
Redacted			

3. Which alternative was selected by the Agency's Executive/Investment Committee and why was it chosen?

Redacted

4. What specific qualitative benefits will be realized?

Redacted

5. Will the selected alternative replace a legacy system in-part or in-whole? No

- a. If "yes," are the migration costs associated with the migration to the selected alternative included in this investment, the legacy investment, or in a separate migration investment.
- b. If "yes," please provide the following information:

List of Legacy Investment or Systems		
Name of the Legacy Investment of Systems	UPI if available	Date of the System Retirement

Section B: Risk Management (All Capital Assets)

You should have performed a risk assessment during the early planning and initial concept phase of this investment's life-cycle, developed a risk-adjusted life-cycle cost estimate and a plan to eliminate, mitigate or manage risk, and be actively managing risk throughout the investment's life-cycle.

- 1. Does the investment have a Risk Management Plan? Yes
 - a. If "yes," what is the date of the plan? 8/17/2007
 - b. Has the Risk Management Plan been significantly changed since last year's submission to OMB? Yes
 - c. If "yes," describe any significant changes:

The Risk Management Plan for Data Communications, dated August 17, 2007, is the approved process used for identifying and managing risk for the program. It is updated annually to reflect risk process improvements. The plan is consistent with the requirements of the Federal Aviation Administration Acquisition Management System and with Section 300 of the Office of Management and Budget Circular A-11. Risk will be considered in all phases of the program and for functional areas such as cost and benefits analysis, safety, human factors, security, program planning (schedule), systems engineering (technical) and acquisition strategy.

The risk management process consists of identification, assessment and mitigation of risks. Risks may be identified by any program team member. Identified risks are defined with a statement describing a future event and then characterized by assigning each risk to a risk area. The fourteen (14) risk areas described in Data Comm's Risk

Management Plan are mapped to the nineteen (19) risk areas identified in OMB guidance.

During risk assessment, high, medium or low risk severity levels are assigned. Risk severity levels combine the probability of occurrence and the impact level of the risk if occurrence cannot be avoided. The FAA uses a 5X5 color-coded risk grid to assign severity levels.

Risk mitigation planning, the action taken to reduce, transfer or eliminate the severity of a risk, is performed for every risk with a high or medium risk severity value. Mitigation plans are created by the risk owner and identify responsible parties, actions, due dates and target dates for eliminating or reducing the risk. Risks with high severity values and with medium severity values but high consequence levels are identified to the Program Leadership Team to facilitate program management.

The risk team holds a monthly risk management status meeting to identify new risks and to review previously identified risks.

These meetings are attended by each functional area team lead or their representative. During the meeting the risk register, a risk management archive containing all identified program risks, is updated by the risk team. Mitigation plans and risk severity levels of all high and medium severity level risks are reviewed at each risk meeting and the risk register is changed to reflect the most current risk status.

2. If there currently is no plan, will a plan be developed?

a. If "yes," what is the planned completion date?

b. If "no," what is the strategy for managing the risks?

3. Briefly describe how investment risks are reflected in the life cycle cost estimate and investment schedule:

Individual task risk and related risk mitigation plans will be incorporated in the process for risk adjusting program costs and schedules. Risk tools such as @Risk will be used in combination with risk mitigation plans to risk adjust cost estimates. Cost inputs will be collected as ranges to reflect best and worst case scenarios. Associated probability distributions will then be assigned to each lower level WBS element, to account for each element's respective cost, schedule, technical and requirements risk. Monte Carlo Simulation via risk tools such as @RISK will be performed and aggregated resulting in a probability distribution for the overall program cost and schedule. The risk adjusted cost estimate and schedule will be reported with associated confidence intervals to optimally capture the life cycle costs and investment schedule. In addition, sensitivity analysis will be performed to identify and highlight major program cost and schedule drivers.

Section C: Cost and Schedule Performance (All Capital Assets)

EVM is required only on DME portions of investments. For mixed lifecycle investments, O&M milestones should still be included in the table (Comparison of Initial Baseline and Current Approved Baseline). This table should accurately reflect the milestones in the initial baseline, as well as milestones in the current baseline.

1. Does the earned value management system meet the criteria in ANSI/EIA Standard-748? No

2. Is the CV% or SV% greater than +/- 10%? (CV%= CV/EV x 100; SV%= SV/PV x 100) No

a. If "yes," was it the CV or SV or both?

b. If "yes," explain the causes of the variance:

c. If "yes," describe the corrective actions:

3. Has the investment re-baselined during the past fiscal year? No

a. If "yes," when was it approved by the agency head?

4. Comparison of Initial Baseline and Current Approved Baseline

Complete the following table to compare actual performance against the current performance baseline and to the initial performance baseline. In the Current Baseline section, for all milestones listed, you should provide both the baseline and actual completion dates (e.g., "03/23/2003"/ "04/28/2004") and the baseline and actual total costs (in \$ Millions). In the event that a milestone is not found in both the initial and current baseline, leave the associated cells blank. Note that the 'Description of Milestone' and 'Percent Complete' fields are required. Indicate '0' for any milestone no longer active.

Milestone Number	Description of Milestone	Initial Baseline		Current Baseline				Current Baseline Variance		Percent Complete
		Planned Completion Date (mm/dd/yyyy)	Total Cost (\$M) Estimated	Completion Date (mm/dd/yyyy)		Total Cost (\$M)		Schedule (# days)	Cost (\$M)	
				Planned	Actual	Planned	Actual			
Redacted										