

## Exhibit 300 FY2010

### FAAXX013: Automated Surface Observing System / Automated Weather Observing System (ASOS/AWOS)

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

Description: In Part I, complete Sections A, B, C, and D for all capital assets (IT and non-IT). Complete Sections E and F for IT capital assets.

#### I.A. Overview (All Capital Assets)

Description: The following series of questions are to be completed for all investments.

I.A.1. Date of Submission:	2008-09-01
I.A.2. Agency:	021
I.A.3. Bureau:	12
I.A.4. Name of this Capital Asset: Description: (Up to 250 characters)	FAAXX013: Automated Surface Observing System / Automated Weather Observing System (ASOS/AWOS)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53. For all other, use agency ID system.	021-12-01-21-01-1030-00
I.A.6. What kind of investment will this be in FY2010? Description: Please NOTE: Investments moving to O&M in FY2010, with Planning/Acquisition activities prior to FY2010 should not select O&M. These investments should indicate their current status.	Mixed Life Cycle
I.A.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: Description: (Up to 2500 characters)	<p>Aviation Surface Weather Observation Network (ASWON), a collection of weather equipment that supports the FAA and National Weather Service (NWS) modernization by automating surface weather observations. ASWON consists of 8 projects: ASOS Pre-Planned Product Improvement (ASOS P3I), Automated Weather Sensor System (AWSS), Stand-Alone Weather Sensors (SAWS), Automated Weather Observing System (AWOS), Automated Surface Observing System (ASOS), ASOS/AWOS Data Acquisition System (ADAS), Model F420 anemometer (F420), Digital Altimeter Setting Indicator (DASI) barometer (Funded by O&amp;M.) However, this document will specifically address only the ASOS, ASOS P3I, AWSS, and SAWS. The remaining 4 systems (F420, ADAS, AWOS, and DASI) are legacy systems and are no longer managed by ATO-T. ASWONs role is to provide real time, accurate surface weather conditions to pilots, air traffic controllers, other aviation users, and the national weather data network. ASWON weather systems provide weather information at approximately 800 facilities for information only through the internet and telephone lines. It supports the NAS reliability goal of 99.7% and supports the reduction of NAS weather requirements. It fills 3 performance gaps: 1)The automated weather equipment is a cost-beneficial alternative to human weather observers (HWO). The 20 year cost of the automated systems is \$900K versus \$3M for HWOs. 2)ASOS and AWSS provide wind speed, direction, altimeter; visibility; cloud height precipitation identification; temperature; and dew point. ASOS P3I will implement 5 upgrades to ASOS processor, dewpoint sensor, ice-free wind sensor, enhanced precipitation identifier, and ceilometer. 3) SAWS, a backup to ASOS at service Level C facilities, provides temperature, dewpoint, altimeter, wind speed, direction &amp; gusts. SAWS can be used as a replacement for the F420 and DASI. The cost benefits for ASWON include passenger value of time, aircraft operating direct costs, and safety benefits. ASWON requested a reassemble decision from the JRC for large EVM cost and schedule variances that grew due to funding cuts in the last 3 fiscal years and received approval on 6/29/06. In FY 2010, the ASOS P3I program will procure the first 290 Enhanced Precipitation (EPI) sensors and will continue installation of the Ceilometer Replacement. The DME portion of the program is expected to be completed in 2012. SAWS and AWSS were completed in FY07.</p>
I.A.9. Did the Agency's Executive/Investment Committee approve this request?	yes
I.A.9.a. If "yes," what was the date of this approval?	2006-06-29
I.A.10. Did the Project Manager review this Exhibit?	yes
I.A.12. Has the agency developed and/or promoted cost effective, energy-efficient and environmentally sustainable techniques or practices for this project?	yes
I.A.12.a. Will this investment include electronic assets (including computers)?	yes
I.A.12.b. Is this investment for new construction or major retrofit of a Federal building or facility? (answer applicable to non-IT assets only)	no
I.A.12.b.1. If "yes," is an ESPC or UESC being used to help fund this investment?	
I.A.12.b.2. If "yes," will this investment meet sustainable design principles?	
I.A.12.b.3. If "yes," is it designed to be 30% more energy efficient than relevant code?	
I.A.13. Does this investment directly support any of the PMA initiatives?	no

I.A.13.a. If "yes," select all that apply:	
I.A.13.b. 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?) Description: (Up to 500 characters)	
I.A.14. Does this investment support a program assessed using the Program Assessment Rating Tool (PART)? Description: (For more information about the PART, visit <a href="http://www.whitehouse.gov/omb/part">www.whitehouse.gov/omb/part</a> .)	yes
I.A.14.a. If "yes," does this investment address a weakness found during a PART review?	yes
I.A.14.b. If "yes," what is the name of the PARTed program?	10009062 - FAA Air Traffic Organization - Terminal Programs
I.A.14.c. If "yes," what rating did the PART receive?	Moderately Effective
I.A.15. Is this investment for information technology?	yes
I.A.16 What is the level of the IT Project? (per CIO Council PM Guidance) Description: Level 1 - Projects with low-to-moderate complexity and risk. Example: Bureau-level project such as a stand-alone information system that has low- to-moderate complexity and risk. Level 2 - Projects with high complexity and/or risk which are critical to the mission of the organization. Examples: Projects that are part of a portfolio of projects/systems that impact each other and/or impact mission activities. Department-wide projects that impact cross-organizational missions, such as an agency-wide system integration that includes large scale Enterprise Resource Planning (e.g., the DoD Business Mgmt Modernization Program). Level 3 - Projects that have high complexity, and/or risk, and have government-wide impact. Examples: Government-wide initiative (E-GOV, President's Management Agenda). High interest projects with Congress, GAO, OMB, or the general public. Cross-cutting initiative (Homeland Security).	Level 1
I.A.17. In addition to the answer in 1.A.11.d, 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
I.A.18. Is this investment or any project(s) within this investment identified as "high risk" on the Q4-FY 2008 agency high risk report? (per OMB Memorandum M-05-23)	no
I.A.19. Is this a financial management system?	no
I.A.19.a. If "yes," does this investment address a FFMA compliance area?	
I.A.19.a.1. If "yes," which compliance area: Description: (Up to 250 characters)	
I.A.19.a.2. If "no," what does it address? Description: (Up to 500 characters)	
I.A.19.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 Description: (Up to 2500 characters)	
I.A.20. What is the percentage breakout for the total FY2010 funding request for the following? Description: (This should total 100%)	
I.A.20.a. Hardware	65
I.A.20.b. Software	0
I.A.20.c. Services	35
I.A.20.d. Other	0
I.A.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
I.A.23. Are the records produced by this investment appropriately scheduled with the National Archives and Records Administration's approval?	yes
I.A.24. Does this investment directly support one of the GAO High Risk Areas?	no
<b>I.B. Summary of Spending (All Capital Assets)</b>	
I.B.1 Summary of Spending Table Description: 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.

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.

**I.B.1.a. Summary of Spending for Project Phases**

	PY-1 and earlier	PY 2008	CY 2009	BY 2010
Planning	\$0.000	\$0.000	\$0.000	\$0.000
Acquisition	\$356.100	\$5.000	\$8.500	\$5.500
Subtotal Planning and Acquisition	\$356.100	\$5.000	\$8.500	\$5.500
Operations and Maintenance	\$130.900	\$30.300	\$30.900	\$31.600
TOTAL	\$487.000	\$35.300	\$39.400	\$37.100
Government FTE Costs	\$33.100	\$2.300	\$2.400	\$2.500

**I.B.1.b. Summary of Spending for Project Phases (Government FTE Costs Only)**

	PY-1 and earlier	PY 2008	CY 2009	BY 2010
Number of FTE represented by cost	522	37	42	40

I.B.2. Will this project require the agency to hire additional FTE's? no

I.B.2.a. If "yes," How many and in what year?

Description: (Up to 500 characters)

I.B.3. If the summary of spending has changed from the FY2009

President's budget request, briefly explain those changes:

Description: (Up to 2500 characters)

**I.D. Performance Information (All Capital Assets)**

**I.D.1. Performance Information Table**

Description: 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 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](http://www.egov.gov). The table can be extended to include performance measures for years beyond the next President's Budget.

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator
2003	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2003	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2003	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2003	Safety	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2004	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2004	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2004	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)

2005	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2005	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2005	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle and ice pellets
2005	Mobility	Mission and Business Results	Air Transportation	# of ASOSs with 3 second wind averaging
2005	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2005	Mobility	Processes and Activities	Compliance	Compliance (# of ASOS with 3 second wind averaging)
2005		Processes and Activities	Efficiency	# of displays used per controller per operator position
2005	Mobility	Processes and Activities	Productivity	Productivity (reduced air traffic controller labor to augment ASOS)
2005	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2005	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2005	Mobility	Technology	Availability	System Availability
2006	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2006	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2006	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets
2006	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2006	Mobility	Processes and Activities	Compliance	Compliance
2006	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2006	Mobility	Processes and Activities	Productivity	Productivity
2006	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2006	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2006	Mobility	Technology	Availability	Availability
2007	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2007	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2007	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets
2007	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2007	Mobility	Processes and Activities	Compliance	Compliance
2007	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2007	Mobility	Processes and Activities	Productivity	Productivity
2007	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2007	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2007	Mobility	Technology	Availability	Availability
2008	Mobility	Customer Results	Customer Complaints	Customer Burden or Impact / weather-related delays (# of delayed flights)
2008	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2008	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets
2008	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2008	Mobility	Processes and Activities	Compliance	Compliance

2008	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2008	Mobility	Processes and Activities	Productivity	Productivity
2008	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2008	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2008	Mobility	Technology	Availability	Availability
2009	Mobility	Customer Results	Customer Complaints	Customer Burden or Impact / weather-related delays (# of delayed flights)
2009	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2009	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets
2009	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2009	Mobility	Processes and Activities	Compliance	Compliance
2009	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2009	Mobility	Processes and Activities	Productivity	Productivity
2009	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2009	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2009	Mobility	Technology	Availability	Availability
2010	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2010	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2010	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets
2010	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2010	Mobility	Processes and Activities	Compliance	Compliance
2010	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2010	Mobility	Processes and Activities	Productivity	Productivity
2010	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2010	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2010	Mobility	Technology	Availability	Availability
2011	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2011	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2011	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets
2011	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2011	Mobility	Processes and Activities	Compliance	Compliance
2011	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2011	Mobility	Processes and Activities	Productivity	Productivity
2011	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2011	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2011	Mobility	Technology	Availability	Availability
2012	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2012	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2012	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets
2012	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality

				(replace aging F420 wind sensors)
2012	Mobility	Processes and Activities	Compliance	Compliance
2012	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2012	Mobility	Processes and Activities	Productivity	Productivity
2012	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2012	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2012	Mobility	Technology	Availability	Availability
2013	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2013	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2013	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets
2013	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2013	Mobility	Processes and Activities	Compliance	Compliance
2013	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2013	Mobility	Processes and Activities	Productivity	Productivity
2013	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2013	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2013	Mobility	Technology	Availability	Availability
2014	Mobility	Customer Results	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)
2014	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2014	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets
2014	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2014	Mobility	Processes and Activities	Compliance	Compliance
2014	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2014	Mobility	Processes and Activities	Productivity	Productivity
2014	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2014	Mobility	Technology	Operations and Maintenance Costs	O&M Costs
2014	Mobility	Technology	Availability	Availability

### I.F. Enterprise Architecture (EA) (IT Capital Assets only)

**Description:** 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.

I.F.1. Is this investment included in your agency's target enterprise architecture?	yes
I.F.1.a. If "no," please explain why? Description: (Up to 2500 characters)	
I.F.2. Is this investment included in the agency's EA Transition Strategy?	yes
I.F.2.a. If "yes," provide the investment name as identified in the Transition Strategy provided in the agency's most recent annual EA Assessment. Description: (Up to 500 characters)	Automated Surface Observing System / Automated Weather Observing System (ASOS/AWOS)
I.F.2.b. If "no," please explain why? Description: (Up to 2500 characters)	
I.F.3. Is this investment identified in a completed and approved segment architecture?	yes
I.F.3.a. If "yes," provide the six digit code corresponding to the	205-000

agency segment architecture. The segment architecture codes are maintained by the agency Chief Architect. For detailed guidance regarding segment architecture codes, please refer to <http://www.egov.gov>.

Description: (In the format "XXX-000")

#### I.F.4. Service Component Reference Model (SRM) Table

Description: 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>.

- 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 this column can, but are not required to, add up to 100%.

Agency Component Name	Agency Component Description	FEA SRM Service Type	FEA SRM Component (a)	Service Component Reused - Component Name (b)
Air Traffic Control (ATC): Advisory Weather Advisory Capability	ATC Advisories: Weather information is available either automatically or manually through communication with ATC and other facilities. For example, pilots receive weather advisories from ASOS and other systems, ATC facilities, and airline operations centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions at airports or along the flight path.	Knowledge Management	Knowledge Capture	
Air Traffic Control (ATC): Advisory Weather Advisory Capability	ATC Advisories: Weather information is available either automatically or manually through communication with ATC and other facilities. For example, pilots receive weather advisories from ASOS and other systems, ATC facilities, and airline operations centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions at airports or along the flight path.	Knowledge Management	Knowledge Distribution and Delivery	
Air Traffic Control (ATC) Advisory Weather Advisory Capability	ATC Advisories - Weather information is stored and available either automatically or manually through communication with ATC and other facilities. For example, pilots receive weather advisories from automated surface observing systems and other systems, or from personnel at ATC facilities and aircraft operations centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions, at airports.	Data Management	Data Exchange	

#### I.F.5. Technical Reference Model (TRM) Table

Description: 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.

- 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.

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)
Knowledge Distribution and Delivery	Service Access and Delivery	Access Channels	Other Electronic Channels	TCP/IP S2S Data complies with International Civil Aviation Organization (ICAO) format
Knowledge Capture	Service Access and Delivery	Access Channels	Other Electronic Channels	406 to 420 megahertz transmission in English synthesized voice
Data Exchange	Service Access and Delivery	Service Transport	Service Transport	Linux
Data Exchange	Service Platform and Infrastructure	Database / Storage	Database	Oracle
Data Exchange	Service Platform and Infrastructure	Database / Storage	Storage	METAR

I.F.6. Will the application leverage existing components and/or applications across the Government (e.g. USA.gov, Pay.gov, etc.)? no

I.F.6.a. If "yes," please describe.  
Description: (Up to 2500 characters)

### Part IV: Planning for "Multi-Agency Collaboration" ONLY

Description: Part IV should be completed only for investments identified as an E-Gov initiative, a Line of Business (LOB) Initiative, or a Multi-Agency Collaboration effort. The "Multi-Agency Collaboration" choice should be selected in response to Question 6 in Part I, Section A above. Investments identified as "Multi-Agency Collaboration" will complete only Parts I and IV of the exhibit 300.

#### IV.A. Multi-Agency Collaboration Oversight (All Capital Assets)

Description: Multi-agency Collaborations, such as E-Gov and LOB initiatives, should develop a joint exhibit 300.

IV.A.1. Stakeholder Table  
Description: As a joint exhibit 300, please identify all the agency stakeholders (all participating agencies, this should not be limited to agencies with financial commitment). All agency stakeholders should be listed regardless of approval. If the partner agency has approved this joint exhibit 300 please provide the date of approval.

IV.A.9. Will the selected alternative replace a legacy system in-part or in-whole?

IV.A.9.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?

IV.A.9.b. If "yes," please provide the following information: