

## Exhibit 300 FY2010

### FAAXX032: Terminal Automation Replacement System (STARS)

#### 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:	2008-09-08
I.A.2. Agency:	021
I.A.3. Bureau:	12
I.A.4. Name of this Capital Asset: Description: (Up to 250 characters)	FAAXX032: Terminal Automation Replacement System (STARS)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53. For all other, use agency ID system.	021-12-01-11-01-1020-00
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>STATUS: STARS is a digital radar/flight data processing and display system used by terminal air traffic controllers to ensure the safety of military and civilian aircraft throughout the nation's airspace. The JRC decision of February 18, 2009 recognized that the Norfolk, VA TRACON is the final STARS deployment. Norfolk achieved IOC in June 2007. While 47 STARS "systems" have been procured under this phase (TAMR Phase I), the FAA Joint Resources Council recently allowed the reclassification of one TRACON site to a remote tower. Since the equipment for this site, Dayton, has already been purchased, the JRC action will not result in a reduction in the number of sites. Instead, the site count will remain at 47 and the equipment purchased for Dayton "tower" will be installed as part of the already deployed Port Columbus TRACON. Towers are associated with TRACONS and as such do not have "IOC dates" assigned. The newly designated Dayton, OH, tower will become a remote tower associated with the Port Columbus, OH, TRACON, which became operational in April 2004. Once the remote display is installed in the new Tower in Dayton in FY2010, STARS will be 100% complete. STARS is still characterized as a "Mixed Life-Cycle" program for OMB purposes due to the continued use of F&amp;E funding. It is also important to understand that STARS is now in the "In-Service" phase of its acquisition life-cycle.</p> <p>BACKGROUND: STARS has been a "joint" Department of Defense (DoD) / Department of Transportation (DOT) program since inception in 1996. The joint program reduces the government's cost of ownership by cutting duplicate development, logistics, training, sustainment and technology refreshment costs. This exhibit includes only the FAA's costs &amp; benefits &amp; does not capture joint benefits. For more information on the DoD air traffic control automation program, see DoD's OMB-300 @ UPI 007-57-05-12-01-6177-00-118-060. SUMMARY: During FY2010, STARS "terminal automation enhancements" and "technology refreshment" activities will enable the Agency to meet future operational requirements and address hardware and commercial end-of-life issues, sustain operational suitability, incorporate future operational requirements and keep the system running reliably.</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?	2005-06-30
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?	no
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 3
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)	(4) Project manager assigned but qualification status review has not yet started
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)	yes
I.A.19. Is this a financial management system?	no
I.A.19.a. If "yes," does this investment address a FFIA 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	25
I.A.20.b. Software	27
I.A.20.c. Services	47
I.A.20.d. Other	1
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?	no
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	\$1455.900	\$31.200	\$28.200	\$28.000
Subtotal Planning and Acquisition	\$1455.900	\$31.200	\$28.200	\$28.000
Operations and Maintenance	\$47.501	\$21.286	\$28.511	\$29.578
TOTAL	\$1503.401	\$52.486	\$56.711	\$57.578
Government FTE Costs	\$188.104	\$21.081	\$29.286	\$30.750

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	1521	149	187	187

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) No Change

**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. 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
2005	Mobility	Customer Results	Service Efficiency	STARS System Availability (%)
2005	Reduced Congestion	Mission and Business Results	Air Transportation	Percentage of on time arrivals
2005	Safety	Mission and Business Results	Air Transportation	Number of category A&B operational errors.
2005	Safety	Processes and Activities	Security	Percentage of planned sites upgraded with increased security features and an approved SCAP
2005	Mobility	Technology	Availability	STARS System Availability (%)
2006	Reduced Congestion	Customer Results	Customer Impact or Burden	Aircraft Direct Operating Costs (ADOC) Benefits
2006	Reduced Congestion	Customer Results	Customer Impact or Burden	Savings in terminal area delays.
2006	Reduced Congestion	Customer Results	Service Efficiency	Passenger Value of Time (PVT) Benefits
2006	Reduced Congestion	Mission and Business Results	Air Transportation	On time Arrivals
2006	Reduced Congestion	Mission and Business Results	Air Transportation	Computer Memory and Data Processing Margins
2006	Security	Processes and Activities	Security	Percentage of planned sites upgraded with enhanced security features.
2006	Mobility	Technology	Load levels	STARS System Availability (%)

2007	Reduced Congestion	Customer Results	Customer Impact or Burden	Aircraft Direct Operating Costs (ADOC) Benefits
2007	Reduced Congestion	Customer Results	Customer Impact or Burden	Savings in terminal area delays.
2007	Reduced Congestion	Technology	Availability	Service Efficiency: Passenger Value of Time (PVT) Benefits
2007	Reduced Congestion	Mission and Business Results	Air Transportation	Computer Memory and Data Processing Margins
2007	Reduced Congestion	Mission and Business Results	Air Transportation	On time arrivals.
2007	Security	Processes and Activities	Security	Percentage of planned sites upgraded with enhanced security features.
2007	Safety	Technology	Load levels	Increased availability and capacity
2008	Reduced Congestion	Customer Results	Customer Impact or Burden	Aircraft Direct Operating Costs (ADOC) Benefits
2008	Reduced Congestion	Customer Results	Customer Impact or Burden	Savings in terminal area delays.
2008	Safety	Customer Results	Customer Impact or Burden	Average number of general aviation and nonscheduled Part 135 fatal accidents over a three-year period.
2008	Reduced Congestion	Technology	Availability	Passenger Value of Time (PVT) Benefits
2008	Reduced Congestion	Mission and Business Results	Air Transportation	Computer Memory and Data Processing Margins
2008	Reduced Congestion	Mission and Business Results	Air Transportation	On time arrivals.
2008	Safety	Processes and Activities	Security	Percentage of planned sites upgraded with an approved SCAP.
2008	Safety	Technology	Load levels	STARS System Availability (%)
2009	Reduced Congestion	Customer Results	Customer Impact or Burden	Aircraft Direct Operating Costs (ADOC) Benefits
2009	Reduced Congestion	Customer Results	Customer Impact or Burden	Savings in terminal area delays.
2009	Reduced Congestion	Customer Results	Customer Impact or Burden	Average number of general aviation and nonscheduled Part 135 fatal accidents over a three-year period.
2009	Reduced Congestion	Technology	Availability	Passenger Value of Time (PVT) Benefits
2009	Reduced Congestion	Mission and Business Results	Air Transportation	Computer Memory and Data Processing Margins
2009	Reduced Congestion	Mission and Business Results	Air Transportation	On time arrivals.
2009	Security	Processes and Activities	Security	Percentage of planned sites upgraded with an approved SCAP.
2009	Safety	Technology	Load levels	STARS System Availability (%)
2010	Security	Processes and Activities	Security	Percentage of planned sites upgraded with an approved SCAP.
2010	Safety	Technology	Load levels	STARS System Availability (%)
2011	Safety	Customer Results	Customer Impact or Burden	Average number of general aviation and nonscheduled Part 135 fatal accidents over a three-year period.
2011	Security	Processes and Activities	Security	Percentage of planned sites upgraded with an approved SCAP.
2011	Safety	Technology	Load levels	STARS System Availability (%)
2012	Security	Processes and Activities	Security	Percentage of planned sites upgraded with an approved SCAP.
2012	Safety	Technology	Load levels	STARS System Availability (%)
2013	Security	Processes and Activities	Security	Percentage of planned sites upgraded with an approved SCAP
2013	Safety	Technology	Load levels	STARS System 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?  yes

architecture?	
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)	Standard Terminal Automation Replacement System (STARS)
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 agency segment architecture. The segment architecture codes are maintained by the agency Chief Architect. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> . Description: (In the format "XXX-000")	102-000

**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)
Aircraft to Aircraft Separation Capability	Aircraft are separated from each other known aircraft in the terminal environment. Separation Assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance from other known aircraft (NAS ATC-Separation Assurance).	Systems Management	Remote Systems Control	
ATC Traffic Advisory	Traffic advisories are provided to alert aircraft to potential conflicts with others, on the surface or in-flight. For example, traffic advisories are provided to aircraft or other flight objects that are in the proximity of hot air/gas balloons, missile launches, or other potential hazards. Traffic advisories for aircraft on the surface include the number, type, position, and intent of the ground traffic. (NAS ATC-Traffic Advisory)	Systems Management	Issue Tracking	
Surface Separation Capability	Aircraft are separated from vehicle movements on the airport movement area, from taxiing aircraft, water vehicles, and from designated critical zones, etc. Standards are employed to ensure safe operation on the surface. While they are operating on the airport surface, surface separation of aircraft is a shared responsibility.	Systems Management	System Resource Monitoring	
Weather Advisory Capability	ATC Advisories - Weather Information is available either automatically or manually through communication with	Systems Management	Issue Tracking	

	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 or along a flight path.			
Monitoring and Maintenance	Monitoring and maintenance includes the activities necessary to monitor the NAS status, detect and isolate failures and outages, and perform corrective and preventive maintenance to ensure the operational readiness of the NAS. Maintaining, operating, and managing NAS infrastructure requires a variety of planning, engineering, analysis, repair, and maintenance functions.	Systems Management	System Resource Monitoring	

#### 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)
Remote Systems Control	Component Framework	Business Logic	Platform Independent Technologies	Aonix Inc. Teleuse
Remote Systems Control	Component Framework	Data Interchange	Data Exchange	Adobe Systems Adobe 3.0/4.0/5.0/6.0
System Resource Monitoring	Component Framework	Security	Supporting Security Services	Sun Microsystems Sunscreen firewall
Issue Tracking	Component Framework	User Presentation / Interface	Content Rendering	Sun Microsystems Visual Workshop
Remote Systems Control	Component Framework	Security	Supporting Security Services	Software Spectrum Network Virus Scan
Issue Tracking	Service Access and Delivery	Access Channels	Collaboration / Communications	BanComm Inc. BanComm software
Issue Tracking	Service Access and Delivery	Access Channels	Other Electronic Channels	Aonix Inc. Software Thru Pictures
System Resource Monitoring	Service Access and Delivery	Service Requirements	Hosting	Veritas Software. Foundation Suite
Issue Tracking	Service Access and Delivery	Service Requirements	Legislative / Compliance	Applix Inc. Applix 4.4.2
Remote Systems Control	Service Access and Delivery	Service Transport	Service Transport	UFA Inc. AT Coach
System Resource Monitoring	Service Access and Delivery	Service Transport	Supporting Network Services	Netscape. Netscape Communicator
System Resource Monitoring	Service Interface and Integration	Integration	Enterprise Application Integration	NorTel Inc. Site Manager Suite
System Resource Monitoring	Service Platform and Infrastructure	Database / Storage	Database	Oracle 8i
System Resource Monitoring	Service Platform and Infrastructure	Database / Storage	Storage	Veritas File System
Issue Tracking	Service Platform and Infrastructure	Delivery Servers	Media Servers	Universal Systems Caris X-term
Remote Systems Control	Service Platform and Infrastructure	Hardware / Infrastructure	Embedded Technology Devices	American Power Conversion Inc. Power Chute Plus
System Resource Monitoring	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Sun Microsystems Solaris 8
System Resource Monitoring	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Sun Microsystems Motif
Remote Systems Control	Service Platform and Infrastructure	Hardware / Infrastructure	Peripherals	Sensis PC Nunio Host
Remote Systems Control	Service Platform and	Hardware / Infrastructure	Servers / Computers	Sun Microsystems Sun VTS

	Infrastructure			
Remote Systems Control	Service Platform and Infrastructure	Hardware / Infrastructure	Wide Area Network (WAN)	Agilent NetMetrix UX Domain Mgr
System Resource Monitoring	Service Platform and Infrastructure	Software Engineering	Modeling	Universal Systems Caris 4.3
Remote Systems Control	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Rational Software/IBM Clear Case 4.1
Remote Systems Control	Service Platform and Infrastructure	Software Engineering	Test Management	Rational Software/IBM Clear DTS
System Resource Monitoring	Service Platform and Infrastructure	Support Platforms	Dependent Platform	Sun Microsystems. Star Office 5.2
System Resource Monitoring	Component Framework	Data Management	Database Connectivity	Raytheon System Monitor & Control

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: