Exhibit 300 FY2010

FAAXX159: Voice Switching and Control System (VSCS) Tech Refresh

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)	FAAXX159: Voice Switching and Control System (VSCS) Tech Refresh
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53. For all other, use agency ID system.	021-12-01-14-01-1060-00
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)

Voice switches enable air traffic controllers to transition efficiently between air-to-ground radio communication and ground-to-ground telephone communication. The Voice Switching Control System (VSCS) technology has been deployed since 1994 to provide air traffic controllers in en route facilities with this connectivity. The VSCS is operational but we are currently executing the Tech Refresh. VSCS supports the FAA goals of modernizing air traffic control, improving runway safety, improving safety requirements for long-range flights and enhancing air tour safety. The goal of Tech Refresh is to address parts obsolescence issues that would affect VSCS availability. The VSCS system was scheduled to be in the inventory until 2014, but is now expected to be operational until a new switch is fielded in 2020. Phase I (10/1/1999 - 9/30/2006) and II (10/1/2006 - 9/30/2011) of the VSCS Tech Refresh program were presented to the JRC for a final baseline decision on August 24, 2006. This decision was to obtain funding for the execution of Tech Refresh Phase II, lasting from FY2007 through FY2012. Funds approved and allocated for FY10 will provide the following: PLM/C software language conversion; Modification and integration of Depot Test Equipment; Continuing retrofit of power supplies; VTABS PECO Power System Refurbished; System Enhanced Technician Diagnostics Improvements; Repeater/LAN Modifications; VTC VTABS Test Controller Redesign; and Program Management and Contract Support. The Tech Refresh investment, for program management tracking purposes, is from October 1, 1999 to planned completion September 30, 2020. There is and will continue to be an on-going analysis conducted on parts of the system that have not been tech refreshed. Any new work activity identified will require JRC approval.

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?	2006-08-24
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 www.whitehouse.gov/omb/part.)	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?	Adequate
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 2
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)	yes
I.A.19. Is this a financial management system?	no
I.A.19.a. If "yes," does this investment address a FFMIA 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	30
I.A.20.b. Software	40
I.A.20.c. Services	30
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?	no
I.A.24. Does this investment directly support one of the GAO High Risk Areas?	no

I.B. Summary of Spending (All Capital Assets)

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	$32.175	$3.003	$3.490	$2.592
Acquisition	$111.850	$11.997	$19.357	$13.530
Subtotal Planning and Acquisition	$144.025	$15.000	$22.847	$16.122
Operations and Maintenance	$233.550	$25.100	$30.900	$36.600
TOTAL	$377.575	$40.100	$53.747	$52.722
Government FTE Costs	$24.690	$1.304	$1.369	$1.438

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	4	6	7	8

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)	There is a slight increase in FTE costs due to a correction to O&M FTE costs, not due to the hiring of additional personnel.

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
2006	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / VSCS operational availability
2006	Mobility	Mission and Business Results	Air Transportation	Increase Safety / ATC Operational errors
2006	Mobility	Processes and Activities	Savings and Cost Avoidance	Reduce Costs / VSCS requisition growth
2006	Mobility	Customer Results	Customer Impact or Burden	Air Traffic Delays due to VSCS outages
2006	Mobility	Processes and Activities	Savings and Cost Avoidance	Cost Saving and cost avoidance / Maintenance costs on VSCS repair
2006	Mobility	Technology	Reliability	Mean Time before VSCS outages
2007	Mobility	Mission and Business Results	Air Transportation	Increase Capacity/ VSCS operational availability
2007	Mobility	Processes and Activities	Savings and Cost Avoidance	Reduce Costs / # of VSCS requisition growth
2007	Mobility	Customer Results	Customer Impact or Burden	Air Traffic Delays due to VSCS outages
2007	Mobility	Technology	Reliability	Mean time before outages
2008	Mobility	Mission and Business Results	Air Transportation	Increase Capacity: VSCS operational availability
2008	Mobility	Processes and Activities	Savings and Cost Avoidance	Reduce Costs / VSCS requisition growth
2008	Mobility	Customer Results	Customer Impact or Burden	Air Traffic Delays due to VSCS outages

2008	Mobility	Technology	Reliability	Mean time before outages
2009	Mobility	Customer Results	Customer Impact or Burden	Air Traffic delays due to VSCS outages
2009	Mobility	Mission and Business Results	Air Transportation	Increase Capacity: VSCS operational availability
2009	Mobility	Processes and Activities	Savings and Cost Avoidance	Reduce Costs/VSCS requisition growth
2009	Mobility	Technology	Reliability	Mean time before outages
2010	Mobility	Customer Results	Customer Impact or Burden	Air Traffic Delays due to VSCS outages
2010	Mobility	Mission and Business Results	Air Transportation	Increase Capacity: VSCS operational availability
2010	Mobility	Processes and Activities	Savings and Cost Avoidance	Reduce Costs/VSCS requisition growth
2010	Mobility	Technology	Reliability	Mean time before outages
2011	Mobility	Customer Results	Customer Impact or Burden	Air Traffic delays due to VSCS outages
2011	Mobility	Mission and Business Results	Air Transportation	Increase Capacity: VSCS operational availability
2011	Mobility	Processes and Activities	Savings and Cost Avoidance	Reduce Costs / # of VSCS requisition growth
2011	Mobility	Technology	Reliability	Mean time before outages
2012	Mobility	Customer Results	Customer Impact or Burden	Air Traffic delays due to VSCS outages
2012	Mobility	Mission and Business Results	Air Transportation	Increase Capacity: VSCS operational availability
2012	Mobility	Processes and Activities	Savings and Cost Avoidance	Reduce Costs/VSCS requisition growth
2012	Mobility	Technology	Reliability	Mean time before outages
2013	Mobility	Customer Results	Customer Impact or Burden	Air Traffic delays due to VSCS outages
2013	Mobility	Mission and Business Results	Air Transportation	Increase Capacity: VSCS operational availability
2013	Mobility	Processes and Activities	Savings and Cost Avoidance	Reduce Costs/VSCS requisition growth
2013	Mobility	Technology	Reliability	Mean time before outages

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)	Within the DOT Transition Strategy, see Appendix A, the Architecture Segment, in the section entitled, Transportation Management
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 http://www.egov.gov. 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.

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 other known aircraft in the terminal, en route, and oceanic environments. Separation assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance or altitude from other known aircraft. Standards are defined for aircraft based on aircraft type, size, equipment, and for operating in different environments. NAS: ATC Separation Assurance	Communication	Audio Conferencing	
Aircraft to aircraft Separation Capability	Aircraft are separated from other known aircraft in the terminal, en route, and oceanic environments. Separation assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance or altitude from other known aircraft. Standards are defined for aircraft based on aircraft type, size, equipment, and for operating in different environments. NAS: ATC Separation Assurance	Communication	Voice Communications	
Aircraft to aircraft Separation Capability	Aircraft are separated from other known aircraft in the terminal, en route, and oceanic environments. Separation assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance or altitude from other known aircraft. Standards are defined for aircraft based on aircraft type, size, equipment, and for operating in different environments. NAS: ATC Separation Assurance	Communication	Computer / Telephony Integration	
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 Advisory	Communication	Audio Conferencing	
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 Advisory	Communication	Computer / Telephony Integration	

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 Advisory	Communication	Voice Communications	

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)
Voice Communications	Service Access and Delivery	Access Channels	Collaboration / Communications	Harris Corp VSCS
Audio Conferencing	Service Access and Delivery	Delivery Channels	Intranet	Harris Corp VSCS
Audio Conferencing	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Harris Corp VSCS
Audio Conferencing	Service Interface and Integration	Interface	Service Description / Interface	Harris Corp VSCS
Audio Conferencing	Service Platform and Infrastructure	Delivery Servers	Application Servers	Harris Corp VSCS
Computer / Telephony Integration	Service Access and Delivery	Access Channels	Collaboration / Communications	Harris Corp VSCS
Audio Conferencing	Service Access and Delivery	Access Channels	Other Electronic Channels	Harris Corp VSCS

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:	