

## Exhibit 300 FY2010

### FAAXX216: Weather and Radar Processor (WARP)

#### 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:	2009-03-23
I.A.2. Agency:	021
I.A.3. Bureau:	12
I.A.4. Name of this Capital Asset: Description: (Up to 250 characters)	FAAXX216: Weather and Radar Processor (WARP)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53. For all other, use agency ID system.	021-12-01-21-01-1020-00
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.	Operations and Maintenance
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>The WARP program began in 1994. Its mission is to provide consistent integrated real-time aviation weather information for the NAS. Systems before WARP used older radars whose weather displays were inaccurate &amp; inconsistent. Access to other weather data was slow &amp; unreliable. WARP closes these performance gaps. WARP supports the DOT strategic &amp; FAA flight plan goals &amp; objectives of greater capacity &amp; safety. WARP reduces air traffic delays caused by thunderstorms &amp; supplies forecast wind data that are crucial to automated traffic-flow tools. For BY10, WARP will continue to provide these capabilities. WARP provides weather information to FAA ARTCC Air Traffic Controllers (ATCs), FAA ATCSCC, FAA TMU specialists, and NWS Meteorologists. WARP gathers NEXRAD data &amp; processes it into weather displays for the ARTCC ATCs' screens. It receives aviation weather data from the NWS &amp; various other sources. WARP closes performance gaps by providing a full spectrum of aviation weather information in real-time to other NAS systems. It meets the rigorous COMSEC &amp; data integrity directives that guide FAA IT acquisitions. The architecture of WARP supplies many customers with necessary data w/o duplication of components or communication services. The FAA provides service &amp; support to DoD, Coast Guard, TSA, &amp; other agencies. The FAA supplies WARP weather information directly to these agencies on authorization by an executive order, in a national emergency, or if weather information is not available by any other means. WARP is operational at all 21 ARTCCs &amp; the ATCSCC. The FAA WJHTC has two WARPs for testing &amp; monitoring. The WARP investment includes one WARP for development &amp; testing at the contractor facility in Melbourne, FL. The WARP investment is not collaborative; is in Evaluate phase of CPIC. BY09-15 funding has increased. This increase is necessitated by delay &amp; uncertainty of the follow on program resulting in the need for sustainment activities to achieve &amp; maintain performance goals. WARP is asking for F&amp;E &amp; O&amp;M funds through FY14 and FY17, respectively to sustain WARP until the implementation of NextGen. Planned actions include, but are not limited to hardware replacement/upgrade. Extension of funding does not change WARP functionality; WARP remains steady-state. JRC activities have been delayed to no sooner than Q2FY09 due to lack of available funding and NextGen planning.</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?	1999-10-15
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	

<p>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?)</p> <p>Description: (Up to 500 characters)</p>	
<p>I.A.14. Does this investment support a program assessed using the Program Assessment Rating Tool (PART)?</p> <p>Description: (For more information about the PART, visit <a href="http://www.whitehouse.gov/omb/part">www.whitehouse.gov/omb/part</a>.)</p>	yes
<p>I.A.14.a. If "yes," does this investment address a weakness found during a PART review?</p>	yes
<p>I.A.14.b. If "yes," what is the name of the PARTed program?</p>	10001121 - FAA Air Traffic Services
<p>I.A.14.c. If "yes," what rating did the PART receive?</p>	Adequate
<p>I.A.15. Is this investment for information technology?</p>	yes
<p>I.A.16 What is the level of the IT Project? (per CIO Council PM Guidance)</p> <p>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.</p> <p>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).</p> <p>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).</p>	Level 2
<p>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)</p>	(1) Project manager has been validated as qualified for this investment
<p>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)</p>	no
<p>I.A.19. Is this a financial management system?</p>	no
<p>I.A.19.a. If "yes," does this investment address a FFIA compliance area?</p>	
<p>I.A.19.a.1. If "yes," which compliance area:</p> <p>Description: (Up to 250 characters)</p>	
<p>I.A.19.a.2. If "no," what does it address?</p> <p>Description: (Up to 500 characters)</p>	
<p>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</p> <p>Description: (Up to 2500 characters)</p>	
<p>I.A.20. What is the percentage breakout for the total FY2010 funding request for the following?</p> <p>Description: (This should total 100%)</p>	
<p>I.A.20.a. Hardware</p>	0
<p>I.A.20.b. Software</p>	0
<p>I.A.20.c. Services</p>	100
<p>I.A.20.d. Other</p>	0
<p>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?</p>	n/a
<p>I.A.23. Are the records produced by this investment appropriately scheduled with the National Archives and Records Administration's approval?</p>	yes
<p>I.A.24. Does this investment directly support one of the GAO High Risk Areas?</p>	no
<p><b>I.B. Summary of Spending (All Capital Assets)</b></p>	
<p>I.B.1 Summary of Spending Table</p> <p>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,</p>	

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	\$1.400	\$0.000	\$0.000	\$0.000
Acquisition	\$153.900	\$0.000	\$0.000	\$0.000
Subtotal Planning and Acquisition	\$155.300	\$0.000	\$0.000	\$0.000
Operations and Maintenance	\$108.340	\$18.700	\$19.993	\$17.128
TOTAL	\$263.640	\$18.700	\$19.993	\$17.128
Government FTE Costs	\$9.290	\$1.782	\$1.836	\$1.891

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	54	12	12	12

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)

Budget Year (BY) 2009 through 2015 funding has been increased. This increase is necessitated by the delay and uncertainty of the follow on program resulting in the need for sustainment activities. WARP is asking for F&E and O&M funds through FY14 and FY17, respectively to sustain WARP until the implementation of NextGen. Extension of funding does not change WARP functionality; WARP remains steady-state. JRC activities have been delayed to no sooner than Q2FY09 due to lack of available funding and NextGen planning. The WARP investment will not require the FAA to hire additional FTEs. Rationale: Not required.

**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
2005	Reduced Congestion	Customer Results	Customer Satisfaction	Customer Satisfaction - Rate of positive responses from users as documented in questionnaire.
2005	Reduced Congestion	Mission and Business Results	Air Transportation	En route weather-related delay hours.
2005	Mobility	Mission and Business Results	Air Transportation	En route weather-related delay hours.
2005	Safety	Mission and Business Results	Air Transportation	Safety - Accident Rate
2005	Reduced Congestion	Processes and Activities	Efficiency	TMU decision-making time for strategic situations.
2005	Reduced Congestion	Technology	Availability	System availability (Uptime).
2005	Safety	Technology	Availability	System availability (Uptime).
2005	Reduced Congestion	Processes and Activities	Efficiency	Reduce false weather echoes (without reducing real weather echoes) in mosaic displays (composite of all radar data) to

				improve accuracy for air traffic controllers and Traffic Management Unit (TMU) personnel.
2006	Safety	Technology	Availability	System availability (Uptime).
2006	Reduced Congestion	Technology	Availability	System availability (Uptime).
2006	Reduced Congestion	Technology	Reliability	False weather echoes in mosaic displays (composite of all radar data)
2006	Reduced Congestion	Customer Results	Customer Satisfaction	Customer Satisfaction - Rate of positive responses from users documented in questionnaire.
2006	Reduced Congestion	Mission and Business Results	Air Transportation	En-Route weather-related delay hours.
2006	Safety	Mission and Business Results	Air Transportation	Safety - Accident Rate
2006	Safety	Customer Results	Response Time	TMU decision-making time for strategic situations.
2006	Reduced Congestion	Processes and Activities	Efficiency	TMU decision-making time for strategic situations.
2007	Reduced Congestion	Customer Results	Customer Satisfaction	Customer Satisfaction - Rate of positive responses from users documented in questionnaire.
2007	Safety	Mission and Business Results	Air Transportation	Safety - Accident Rate
2007	Reduced Congestion	Technology	Reliability	False weather echoes in mosaic displays (composite of all radar data)
2007	Reduced Congestion	Mission and Business Results	Air Transportation	En route weather-related delay hours.
2007	Reduced Congestion	Processes and Activities	Efficiency	TMU decision-making time for strategic situations.
2007	Reduced Congestion	Technology	Availability	System availability (Uptime).
2007	Safety	Customer Results	Response Time	TMU decision-making time for strategic situations.
2007	Safety	Technology	Availability	System availability (Uptime).
2008	Safety	Technology	Availability	System availability (Uptime)
2008	Reduced Congestion	Processes and Activities	Efficiency	WARP Briefing Product generation time: This goal replaces the "TMU decision-making time" goal for the out years thru 2015.
2008	Reduced Congestion	Customer Results	Customer Satisfaction	Customer Satisfaction - Rate of positive responses from users documented in questionnaire
2008	Reduced Congestion	Mission and Business Results	Air Transportation	En route weather-related delay hours
2008	Safety	Mission and Business Results	Air Transportation	Safety - Accident Rate
2008	Reduced Congestion	Technology	Reliability	False weather echoes in mosaic displays (composite of all radar data)
2009	Safety	Technology	Availability	System availability (Uptime)
2009	Reduced Congestion	Processes and Activities	Efficiency	WARP Briefing Product generation time
2009	Reduced Congestion	Customer Results	Customer Satisfaction	Customer Satisfaction - Rate of positive responses from users documented in questionnaire.
2009	Reduced Congestion	Mission and Business Results	Air Transportation	En-Route weather-related delay hours
2009	Safety	Mission and Business Results	Air Transportation	Safety - Accident Rate
2009	Reduced Congestion	Technology	Reliability	False weather echoes in mosaic displays (composite of all radar data)
2010	Safety	Technology	Availability	System availability (Uptime)
2010	Reduced Congestion	Processes and Activities	Efficiency	WARP Briefing Product generation time
2010	Reduced Congestion	Customer Results	Customer Satisfaction	Customer Satisfaction - Rate of positive responses from users documented in questionnaire
2010	Reduced Congestion	Mission and Business Results	Air Transportation	En-Route weather-related delay hours
2010	Safety	Mission and Business Results	Air Transportation	Safety - Accident Rate
2010	Reduced Congestion	Technology	Reliability	False weather echoes in mosaic displays (composite of all radar data)
2011	Safety	Technology	Availability	System availability (Uptime)
2011	Reduced Congestion	Processes and Activities	Efficiency	WARP Briefing Product generation time
2011	Reduced Congestion	Customer Results	Customer Satisfaction	Customer Satisfaction - rate of

				positive responses from users documented in questionnaire
2011	Reduced Congestion	Mission and Business Results	Air Transportation	En-Route weather-related delay hours
2011	Safety	Mission and Business Results	Air Transportation	Safety - Accident Rate
2011	Reduced Congestion	Technology	Reliability	False weather echoes in mosaic displays (composite of all radar data)
2012	Safety	Technology	Availability	System availability (Uptime)
2012	Reduced Congestion	Processes and Activities	Efficiency	WARP briefing product generation time
2012	Reduced Congestion	Customer Results	Customer Satisfaction	Customer Satisfaction - rate of positive responses from users documented in questionnaire.
2012	Reduced Congestion	Mission and Business Results	Air Transportation	En-Route weather-related delay hours.
2012	Safety	Mission and Business Results	Air Transportation	Safety - Accident Rate
2012	Reduced Congestion	Technology	Reliability	False weather echoes in mosaic displays (composite of all radar data)
2013	Safety	Technology	Availability	System availability (Uptime)
2013	Reduced Congestion	Processes and Activities	Efficiency	WARP briefing product generation time
2013	Reduced Congestion	Customer Results	Customer Satisfaction	Customer Satisfaction - rate of positive responses from users documented in questionnaire.
2013	Reduced Congestion	Mission and Business Results	Air Transportation	En-Route weather-related delay hours
2013	Safety	Mission and Business Results	Air Transportation	Safety - Accident Rate
2013	Reduced Congestion	Technology	Reliability	False weather echoes in mosaic displays (composite of all radar data)
2014	Safety	Technology	Availability	System availability (Uptime)
2014	Reduced Congestion	Processes and Activities	Efficiency	WARP Briefing Product generation time
2014	Reduced Congestion	Customer Results	Customer Satisfaction	Customer Satisfaction - rate of positive responses from users documented in questionnaire.
2014	Reduced Congestion	Mission and Business Results	Air Transportation	En-Route weather-related delay hours.
2014	Safety	Mission and Business Results	Air Transportation	Safety - Accident Rate
2014	Reduced Congestion	Technology	Reliability	False weather echoes in mosaic displays (composite of all radar data)
2015	Safety	Technology	Availability	System availability (Uptime)
2015	Reduced Congestion	Processes and Activities	Efficiency	WARP Briefing Product generation time
2015	Reduced Congestion	Customer Results	Customer Satisfaction	Customer Satisfaction - rate of positive responses from users documented in questionnaire
2015	Reduced Congestion	Mission and Business Results	Air Transportation	En-Route weather-related delay hours.
2015	Safety	Mission and Business Results	Air Transportation	Safety - Accident Rate
2015	Reduced Congestion	Technology	Reliability	False weather echoes in mosaic displays (composite of all radar data)

### 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)	Weather and Radar Processor (WARP)
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")	205-000

**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)
Weather Advisory Capability	Air Traffic Controller (ATC) Advisories - Weather information is 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, 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. (NAS ATC Advisory)	Management of Processes	Program / Project Management	
Weather Advisory Capability	Air Traffic Controller (ATC) Advisories - Weather information is 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, 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. (NAS ATC Advisory)	Communication	Computer / Telephony Integration	

**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)
Computer / Telephony Integration	Service Platform and Infrastructure	Delivery Servers	Application Servers	SUN
Program / Project Management	Service Platform and	Hardware / Infrastructure	Local Area Network (LAN)	Ethernet

	Infrastructure			
Program / Project Management	Service Platform and Infrastructure	Database / Storage	Storage	Network-Attached Storage (NAS)
Program / Project Management	Service Platform and Infrastructure	Hardware / Infrastructure	Embedded Technology Devices	1. Random Access Memory (RAM), 2. Hard Disk Drive
Computer / Telephony Integration	Component Framework	User Presentation / Interface	Content Rendering	Tagged Image File Format (TIFF)
Computer / Telephony Integration	Component Framework	Business Logic	Platform Independent Technologies	C, C++
Computer / Telephony Integration	Service Interface and Integration	Interoperability	Data Transformation	Harris Corporation - Proprietary Protocol(s) and Language(s)
Computer / Telephony Integration	Service Access and Delivery	Access Channels	Other Electronic Channels	System to System
Computer / Telephony Integration	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	Sun Development Environment, and ClearCase
Computer / Telephony Integration	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	ClearCase used for: 1. Version Management, 2. Defect Tracking, 3. Issue Management, 4. Task Management, 5. Change Management, 6. Requirements Management and Traceability
Computer / Telephony Integration	Service Platform and Infrastructure	Database / Storage	Database	Oracle
Program / Project Management	Service Access and Delivery	Delivery Channels	Intranet	Government - FAA
Program / Project Management	Service Access and Delivery	Service Requirements	Legislative / Compliance	Security
Computer / Telephony Integration	Service Access and Delivery	Service Transport	Service Transport	1. Transport Control Protocol (TCP), 2. Internet Protocol (IP), 3. File Transfer Protocol (FTP)
Computer / Telephony Integration	Service Platform and Infrastructure	Software Engineering	Test Management	ClearQuest used for: 1. Functional Testing, 2. Business Cycle Testing, 3. Performance Profiling, 4. Load/Stress/Volume Testing, 5. Security and Access Control Testing, 6. Reliability Testing, 7. Configuration Testing, 8. Installation Testing
Computer / Telephony Integration	Component Framework	Security	Supporting Security Services	1. Simple Key Management Protocol (SKIP), 2. Secure Shell (SSH)
Computer / Telephony Integration	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	Enterprise Server
Computer / Telephony Integration	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	1. Hub, 2. Switch, 3. Router, 4. Network Interface Card (NIC), 5. Gateway, 6. Firewall
Program / Project Management	Service Access and Delivery	Delivery Channels	Extranet	Government - FAA
Program / Project Management	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	T1/T3

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