Exhibit 300 FY2010

FAAXX610: Aviation Safety Knowledge Management (ASKME/AVS)

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:	2008-07-25
I.A.2. Agency:	021
I.A.3. Bureau:	12
I.A.4. Name of this Capital Asset: Description: (Up to 250 characters)	FAAXX610: Aviation Safety Knowledge Management (ASKME/AVS)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53. For all other, use agency ID system.	021-12-01-14-01-1290-00
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)

The Aviation Safety Knowledge Management Environment (ASKME) provides the FAA's Office of Aviation Safety (AVS) Aircraft Certification Service (AIR) workforce of aviation safety professionals with a repository of critical safety technical information and data, as well as with a set of knowledge management and analysis tools for knowledge collection, dissemination and analysis. The goal is to enable a proactive approach to safety management by identifying potential safety risks in advance, avoiding exposure of risks to the traveling public. ASKME will provide a web-based knowledge management portal, collaboration, predictive safety data analysis, integrated data management and reporting, and AIR process execution tools. ASKME contributes to DOT and FAA goals of Safety and Org Excellence by providing tools & technologies to support AIR's safety workforce. FAA goals align to the DOT goals of: Safety, Global Connectivity, and Org Excellence. FAA G1: Increased Safety; Strategy: Reduce commercial airline fatal accident rate; Strategy Detail: Cut the rate of fatalities per 100 million persons on board in half by FY25. FAA G3: International Leadership; Strategy: Promote improved safety and regulatory oversight in cooperation with bilateral, regional, and multilateral aviation partners. FAA G4: Org Excellence; Strategy: Make decisions based on reliable data to improve our overall performance and customer satisfaction.; Strategy Detail: By FY08, ensure that 90% of major system acquisition investments are on schedule and within 10% of annual budget and maintain through FY12. ASKME obtained Final Investment Decision on June 20, 2007. Baseline is bound by Useful Segments US1-US8, F1, O1, and PS1 (Seg B in Table IIC). Future non-baselined activities in Seg C of IIC. ASKME Activities BY10: US1-Electronic Filing System - eval FY10 US2-Work Tracking Software (RBRT), strt 10/07 finish 12/09 - deploy and eval FY10 US3-Monitor Safety Related Data (MSAD), strt 1/08 finish 8/09 - eval FY10 US4-Designee Management (DS/PP), strt 7/08 finish 1/10 - deploy FY10, eval FY10 US5-Assimilate Lessons Learned (ALL) - strt 3/9 finish 8/10 - dev FY09-10, deploy FY10, eval FY10 US6-Work Tracking Software (WAT), strt 3/10 finish 11/12 - dev FY10-11, deploy FY12, eval FY12-13 US7-Engineering Design Approval (EDA), strt 3/11 finish 2/13 - dev FY11-13, deploy FY13, eval FY13 US8-DDS Technical Evals (DTE), strt 3/11, finish 5/13 - dev FY11-13, deploy FY13, eval FY13

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?	2007-06-20
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 www.whitehouse.gov/omb/part.)	yes
I.A.14.a. If "yes," does this investment address a weakness found during a PART review?	no
I.A.14.b. If "yes," what is the name of the PARTed program?	10002246 - FAA Aviation Safety
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 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)	no
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	0
I.A.20.b. Software	90
I.A.20.c. Services	10
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?	yes
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

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	$1.331	$0.000	$0.000	$0.000
Acquisition	$5.369	$4.000	$7.900	$8.100
Subtotal Planning and Acquisition	$6.700	$4.000	$7.900	$8.100
Operations and Maintenance	$0.000	$0.000	$0.044	$0.184
TOTAL	$6.700	$4.000	$7.944	$8.284
Government FTE Costs	$2.328	$1.010	$1.146	$1.292

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	15	6	8	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)	Funding that will be used for Planning of future Acquisition work has been identified in the CPAF-1 BY10 Exhibit 300 contracts table. Contract includes planning costs and future tasks in support of the next ASKME JRC baseline decision.

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	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2007	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2008	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety

				Knowledge Mgmt Environment.
2009	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2010	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2011	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2012	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2013	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2014	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2015	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2016	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2006	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2007	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2008	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2009	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2010	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2011	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.

2012	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2013	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2014	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2015	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2016	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2006	Organizational Excellence	Processes and Activities	Cycle Time	Cycle Time replaced with Knowledgement Management. Metric is number of months to develop, prototype, and deploy training for AIR safety employees.
2007	Organizational Excellence	Processes and Activities	Cycle Time	Cycle Time replaced with Knowledgement Management. Metric is number of months to develop, prototype, and deploy training for AIR safety employees.
2008	Organizational Excellence	Processes and Activities	Cycle Time	Cycle Time replaced with Knowledgement Management. Metric is number of months to develop, prototype, and deploy training for AIR safety employees.
2009	Organizational Excellence	Processes and Activities	Cycle Time	Cycle Time replaced with Knowledgement Management. Metric is number of months to develop, prototype, and deploy training for AIR safety employees.
2007	Organizational Excellence	Processes and Activities	Knowledge Management	This measure replaces the Cycle Time measure. Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2008	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2009	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2010	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2011	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.

2012	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2013	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2014	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2015	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2016	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2007	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
2008	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
2009	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
2010	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
2011	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
2012	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
2013	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
2014	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified

				as necessary to meet the full ASKME benefits.
2015	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
2016	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
2006	Safety	Technology	Accessibility	MEASURE REPLACED by FUNCTIONALITY MEASURE. Number of Safety Document types electronically available in the AIR Knowledge Mgmt Environment.
2007	Safety	Technology	Accessibility	MEASURE REPLACED by FUNCTIONALITY MEASURE. Number of Safety Document types electronically available in the AIR Knowledge Mgmt Environment.
2008	Safety	Technology	Accessibility	MEASURE REPLACED by FUNCTIONALITY MEASURE. Number of Safety Document types electronically available in the AIR Knowledge Mgmt Environment.
2009	Safety	Technology	Accessibility	MEASURE REPLACED by FUNCTIONALITY MEASURE. Number of Safety Document types electronically available in the AIR Knowledge Mgmt Environment.
2010	Safety	Technology	Accessibility	MEASURE REPLACED by FUNCTIONALITY MEASURE. Number of Safety Document types electronically available in the AIR Knowledge Mgmt Environment..
2011	Safety	Technology	Accessibility	MEASURE REPLACED by FUNCTIONALITY MEASURE. Number of Safety Document types electronically available in the AIR Knowledge Mgmt Environment.
2012	Safety	Technology	Accessibility	MEASURE REPLACED by FUNCTIONALITY MEASURE. Number of Safety Document types electronically available in the AIR Knowledge Mgmt Environment.

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)	Aviation Safety Knowledge Management Environment (ASKME)
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")	104-000

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)
Process Tracking	Allow the monitoring of activities within the business cycle.	Tracking and Workflow	Process Tracking	
Document Imaging and OCR	Support the scanning of documents.	Document Management	Document Imaging and OCR	
Library / Storage	Support document and data warehousing and archiving.	Document Management	Library / Storage	
Asset Cataloging / Identification	Support the transfer of knowledge to the end customer.	Asset / Materials Management	Asset Cataloging / Identification	
Case Management	Manage the life cycle of a particular claim or investigation within an organization to include creating, routing, tracing, assignment and closing of a case as well as collaboration among case handlers.	Tracking and Workflow	Case Management	
Mathematical	Support the formulation and mathematical analysis of probabilistic models for random phenomena and the development and investigation of methods and principles for statistical inference.	Analysis and Statistics	Mathematical	
Knowledge Distribution and Delivery	Sharing information/knowledge on safety issues and business processes	Knowledge Management	Knowledge Distribution and Delivery	

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)
Asset Cataloging / Identification	Component Framework	Data Interchange	Data Exchange	Microsoft Office Sharepoint Services (MOSS 3.0)
Asset Cataloging / Identification	Component Framework	Data Management	Database Connectivity	Microsoft Office Sharepoint Services (MOSS 3.0)
Asset Cataloging / Identification	Component Framework	Data Management	Reporting and Analysis	Microsoft Office Sharepoint Services (MOSS 3.0)
Asset Cataloging / Identification	Service Access and Delivery	Service Transport	Service Transport	TCP/IP v4 - following FAA transition to v6
Asset Cataloging / Identification	Service Interface and Integration	Integration	Middleware	Microsoft Office Sharepoint Services (MOSS 3.0)
Case Management	Component Framework	User Presentation / Interface	Dynamic Server-Side Display	TBD - determined during

				DS/PP design phase
Case Management	Service Access and Delivery	Access Channels	Web Browser	MS Internet Explorer
Case Management	Service Access and Delivery	Delivery Channels	Internet	FAA FTI network access to/from WWW
Case Management	Service Access and Delivery	Delivery Channels	Intranet	FAA AVS Infrastructure (over FAA FTI network)
Case Management	Service Access and Delivery	Delivery Channels	Virtual Private Network (VPN)	FRAC VPN Client version .4.8 on AVS Standard Client 2.0
Case Management	Service Access and Delivery	Service Requirements	Authentication / Single Sign-on	V-Go Single Sign-On version unavailable
Case Management	Service Access and Delivery	Service Requirements	Legislative / Compliance	Section 508
Case Management	Service Access and Delivery	Service Requirements	Legislative / Compliance	Security
Case Management	Service Access and Delivery	Service Transport	Service Transport	TCP/IP v4 - following FAA transition to v6
Case Management	Service Platform and Infrastructure	Delivery Servers	Application Servers	TBD - determined during DS/PP design phase
Case Management	Service Platform and Infrastructure	Delivery Servers	Web Servers	TBD - determined during DS/PP design phase
Document Imaging and OCR	Component Framework	User Presentation / Interface	Dynamic Server-Side Display	TBD - depending on EFS-HS scanning contract
Document Imaging and OCR	Service Access and Delivery	Access Channels	Web Browser	MS Internet Explorer
Document Imaging and OCR	Service Access and Delivery	Delivery Channels	Intranet	FAA AVS Infrastructure (over FAA FTI network)
Document Imaging and OCR	Service Access and Delivery	Delivery Channels	Virtual Private Network (VPN)	FRAC VPN Client version .4.8 on AVS Standard Client 2.0
Document Imaging and OCR	Service Access and Delivery	Service Transport	Service Transport	TCP/IP v4 - following FAA transition to v6
Document Imaging and OCR	Service Platform and Infrastructure	Database / Storage	Database	Microsoft Office Sharepoint Services (MOSS 3.0)
Document Imaging and OCR	Service Platform and Infrastructure	Database / Storage	Storage	Microsoft Office Sharepoint Services (MOSS 3.0)
Document Imaging and OCR	Service Platform and Infrastructure	Hardware / Infrastructure	Peripherals	Scanners - model/version TBD
Library / Storage	Component Framework	User Presentation / Interface	Dynamic Server-Side Display	EFS-A (User Interface for EFS) version 1.0
Library / Storage	Service Access and Delivery	Access Channels	Other Electronic Channels	Microsoft Office Sharepoint Services (MOSS) on .NET 3.0
Library / Storage	Service Access and Delivery	Service Transport	Service Transport	TCP/IP v4 - following FAA transition to v6
Library / Storage	Service Platform and Infrastructure	Database / Storage	Database	Microsoft Office Sharepoint Services (MOSS 3.0)
Library / Storage	Service Platform and Infrastructure	Database / Storage	Storage	Microsoft Office Sharepoint Services (MOSS 3.0)
Mathematical	Component Framework	Data Interchange	Data Exchange	TBD during OSPi design phase
Mathematical	Component Framework	Data Management	Database Connectivity	TBD during OSPi design phase
Mathematical	Component Framework	Data Management	Reporting and Analysis	TBD during OSPi design phase
Mathematical	Component Framework	User Presentation / Interface	Dynamic Server-Side Display	TBD during OSPi design phase
Mathematical	Service Access and Delivery	Service Transport	Service Transport	TCP/IP v4 - following FAA transition to v6
Mathematical	Service Interface and Integration	Integration	Middleware	TBD during OSPi design phase
Process Tracking	Component Framework	User Presentation / Interface	Dynamic Server-Side Display	TBD during DS/PP design phase.
Process Tracking	Service Access and Delivery	Access Channels	Web Browser	MS Internet Explorer
Process Tracking	Service Access and Delivery	Delivery Channels	Internet	FAA FTI network access to/from WWW
Process Tracking	Service Access and Delivery	Delivery Channels	Intranet	FAA AVS Infrastructure (over FAA FTI network)
Process Tracking	Service Access and Delivery	Delivery Channels	Virtual Private Network (VPN)	FRAC VPN Client version .4.8 on AVS Standard Client 2.0
Process Tracking	Service Access and Delivery	Service Requirements	Authentication / Single Sign-on	V-Go Single Sign On - version unavailable
Process Tracking	Service Access and Delivery	Service Requirements	Legislative / Compliance	Section 508
Process Tracking	Service Access and Delivery	Service Requirements	Legislative / Compliance	Security
Process Tracking	Service Access and Delivery	Service Transport	Service Transport	TCP/IP v4 - following FAA transition to v6
Process Tracking	Service Platform and Infrastructure	Delivery Servers	Application Servers	TBD - determined during DS/PP design phase
Process Tracking	Service Platform and Infrastructure	Delivery Servers	Web Servers	TBD - determined during DS/PP design phase
Knowledge Distribution and Delivery	Component Framework	User Presentation / Interface	Dynamic Server-Side Display	TBD - depending on EFS Application
Knowledge Distribution and Delivery	Service Access and Delivery	Access Channels	Web Browser	MS Internet Explorer
Knowledge Distribution and Delivery	Service Access and Delivery	Delivery Channels	Intranet	FAA AVS Infrastructure (over FAA FTI network)

Knowledge Distribution and Delivery	Service Access and Delivery	Delivery Channels	Virtual Private Network (VPN)	FRAC VPN Client version .4.8 on AVS Standard Client 2.0
Knowledge Distribution and Delivery	Service Access and Delivery	Service Transport	Service Transport	TCP/IP v4 - following FAA transition to v6
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Database / Storage	Database	Microsoft Office Sharepoint Services (MOSS 3.0)
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Database / Storage	Storage	Microsoft Office Sharepoint Services (MOSS 3.0)

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:	