Exhibit 300 FY2010

FAAXX612: System Approach for Safety Oversight (SASO/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:	2008-12-15
I.A.2. Agency:	021
I.A.3. Bureau:	12
I.A.4. Name of this Capital Asset: Description: (Up to 250 characters)	FAAXX612: System Approach for Safety Oversight (SASO/AVS)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53. For all other, use agency ID system.	021-12-01-14-01-1050-00
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.	Full-Acquisition

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)

Summary: The SASO Program is the FAA Flight Standards Service (AFS) response to FAA Flight Plan goals to increase safety and control cost and to the International Civil Aviation Organization (ICAO) mandate to establish a Safety Management System (SMS). To accomplish both of the above, SASO is reengineering its business processes and developing an AFS SMS that will increase safety and control cost. The difference between the current "regulatory compliance based" AFS business processes and current AFS systems and the reengineered AFS business processes and the AFS SMS is the performance gap SASO is closing. The scope of the investment includes reengineering 1000+ AFS business processes to produce an integrated AFS SMS that serves 4,800 FAA Aviation Safety employees, in 8 regions, at more than 120 headquarters and field offices, and more than 25,000 FAA designees managing aviation safety throughout the United States. By the end of FY2022 SASO expects to reduce the fatal air carrier accident rate by 80% to 0.010 per 100,000 departures (i.e. 1 fatal accident per 10 million departures) and reduce the average number of fatal general aviation accidents to 327 per year. By so doing, SASO will save the FAA an estimated $373,800,000 in labor and IT; and save the aviation industry an estimated $715,200,000. Status: SASO is in Useful Segment 2 in the CPIC Control Phase of a 20-year initiative, consisting of 4 Useful Segments: Segment Phase Duration Status Funding Useful Segment 1 (Planning) Select FY03-FY05 Complete O&M Useful Segment 2 (Engineering) Control FY06-FY09 Ongoing F&E Useful Segment 3 (Implementation) Control FY10-FY17 Pending F&E Useful Segment 4 (In-Service Mgt) Evaluate FY18-FY22 Pending Unfunded The FAA approved the final investment decision for Useful Segment 2 on January 26, 2005. Useful Segment 2 involves reengineering FAA business processes to incorporate system safety and pilot testing those business processes to demonstrate the effectiveness and efficiency of system safety. BY10 is the first year of Useful Segment 3 and focuses on automation and implementation of the reengineered business processes. A FAA final investment decision for the first 4 years of Useful Segment 3 was approved September 2008. SASO is in full acquisition, O&M activities and costs are not expected to start until 2012.

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?	2005-01-26
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?	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	60
I.A.20.c. Services	40
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	$11.160	$3.000	$3.000	$0.000
Acquisition	$35.500	$11.300	$14.300	$20.000
Subtotal Planning and Acquisition	$46.660	$14.300	$17.300	$20.000
Operations and Maintenance	$0.000	$0.000	$0.000	$0.000
TOTAL	$46.660	$14.300	$17.300	$20.000
Government FTE Costs	$2.640	$0.662	$0.695	$0.865

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	22	5	5	5

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)

The SASO Programs Summary of Spending table is different from previous submissions, due to the fact that this submission reflects the recent Joint Resources Council (JRC) baseline approval for Fiscal years 2010 through 2013. With three years worth of experience for the SASO program, the program manager was able to predict more accurate cost estimates for the total life cycle cost of the SASO program which is now $51,741,000.00 less than the original estimate for the 2005 JRC 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	Customer Impact or Burden	FAA Strategic Goal # 4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings.
2006	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal # 1: Increased Safety. Reduce commercial aviation fatal accident rate. FAA Objective. Reduce the number of fatal accidents in general aviation
2006	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2006	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1:

				Increased Safety. Percentage of oversight processes reengineered to incorporate System Safety.
2006	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of National Program Guidlines based aviation safety inspections).
2006	Safety	Technology	User Requirements	FAA Strategic Goal #1: Increased Safety. Percentage of System Safety functions automated.
2006	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2007	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal #4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2007	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal #1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2007	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2007	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2007	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of National Program Guidelines based aviation safety inspections.
2007	Safety	Technology	User Requirements	FAA Strategic Goal #1: Increased Safety. Percentage of system safety functions automated. Number of system safety requirements defined.
2007	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2008	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal #4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2008	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal #1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2008	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2008	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.

2008	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of National Program Guidelines based aviation safety inspections).
2008	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2008	Safety	Technology	Functionality	FAA Strategic Goal #1: Increased Safety. Percentage of System Safety functions automated. Number of system safety requirements defined.
2009	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal #4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2009	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal #1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2009	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2009	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2009	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of National Program Guidelines based aviation safety inspections).
2009	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2009	Safety	Technology	Functionality	FAA Strategic Goal #1: Increased Safety. Percentage of system safety functions automated. Number of system safety requirements defined.
2010	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal #4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2010	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal #1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2010	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2010	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2010	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of National

				Program Guidelines based aviation safety inspections).
2010	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2010	Safety	Technology	Functionality	FAA Strategic Goal #1: Increased Safety. Percentage of system safety functions automated. Number of system safety requirements defined.
2011	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal #4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2011	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal #1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2011	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2011	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2011	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of National Program Guidelines based aviation safety inspections).
2011	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety Percentage of aviation safety data shared between FAA and the aviation industry.
2011	Safety	Technology	Functionality	FAA Strategic Goal #1: Increased Safety. Percentage of system safety functions automated. Number of system safety requirements defined.
2012	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal #4 Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2012	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal #1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2012	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2012	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2012	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of National Program Guidelines based aviation safety inspections).
2012	Safety	Technology	Interoperability	FAA Strategic Goal #1:

				Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2012	Safety	Technology	Functionality	FAA Strategic Goal #1: Increased Safety. Percentage of system safety functions automated. Number of system safety requirements defined.
2013	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal # 4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2013	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal # 1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2013	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal # 1: Increased Safety. Cycle Time. (i.e. average time to conduct an aviation system safety audit)
2013	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal # 1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2013	Safety	Processes and Activities	Efficiency	FAA Strategic Goal # 1: Increased Safety. Productivity, (i.e. number of National Program Guidelines based aviation safety inspections).
2013	Safety	Technology	Interoperability	FAA Strategic Goal # 1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2013	Safety	Technology	Functionality	FAA Strategic Goal # 1: Increased Safety. Percentage of system safety functions automated). Number of system safety requirements defined.

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)	SASO - System Approach for Safety Oversight
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)
Risk Management	Support the identification and probabilities or chances of hazards as they relate to a task, decision or long-term goal; includes risk assessment and risk mitigation.	Management of Processes	Risk Management	
Decision Support and Planning	Support the analysis of information and predict the impact of decisions before they are made.	Business Intelligence	Decision Support and Planning	
Business Rule Management	Manage the enterprise processes that support an organization and its policies.	Management of Processes	Business Rule Management	
Customer Feedback	Is used to collect, analyze and handle comments and feedback from an organizations customers.	Customer Relationship Management	Customer Feedback	
Requirements Management	Gather, analyze and fulfill the needs and prerequisites of an organizations efforts.	Management of Processes	Requirements Management	

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)
Decision Support and Planning	Service Access and Delivery	Delivery Channels	Intranet	FAA AVS Infrastructure (over FAA FTI Network)
Risk Management	Service Access and Delivery	Delivery Channels	Intranet	FAA AVS Infrastructure (over FAA FTI Network)
Business Rule Management	Service Access and Delivery	Delivery Channels	Intranet	FAA AVS Infrastructure (over FAA FTI Network)
Decision Support and Planning	Component Framework	Data Management	Reporting and Analysis	TBD
Requirements Management	Service Access and Delivery	Delivery Channels	Intranet	FAA AVS Infrastructure (over FAA FTI Network)
Decision Support and Planning	Service Platform and Infrastructure	Support Platforms	Wireless / Mobile	TBD
Decision Support and Planning	Service Access and Delivery	Access Channels	Collaboration / Communications	TBD
Requirements Management	Component Framework	Data Management	Reporting and Analysis	TBD
Customer Feedback	Service Access and Delivery	Access Channels	Collaboration / Communications	TBD

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:	