

## Exhibit 300 FY2010

### FAAXX705: Traffic Flow Management (TFM)

#### 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:	2009-03-10
I.A.2. Agency:	021
I.A.3. Bureau:	12
I.A.4. Name of this Capital Asset: Description: (Up to 250 characters)	FAAXX705: Traffic Flow Management (TFM)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53. For all other, use agency ID system.	021-12-01-11-01-1180-00
I.A.6. What kind of investment will this be in FY2010? Description: Please NOTE: Investments moving to O&M in FY2010, with Planning/Acquisition activities prior to FY2010 should not select O&M. These investments should indicate their current status.	Mixed Life Cycle
I.A.8. Provide a brief summary and justification for this investment, including a brief description of how this closes in part or in whole an identified agency performance gap: Description: (Up to 2500 characters)	<p>The Traffic Flow Management (TFM) system is the nation's single source for capturing and distributing detailed air traffic information to the aviation community for coordinating air traffic. When severe weather, congestion and/or outages impact the National Airspace System (NAS), TFM provides timely flight data to all stakeholders and traffic management specialists to revise flight schedules and minimize system delays. TFM is: a. Distributed across 81 FAA facilities and 41 external sites; b. Hub site is the data exchange access point for essential data exchange with airlines, General Aviation, Homeland Security, DoD, and international service providers; c. Source of travel data to the public (via web-based technology) This investment has three components: 1) TFM Modernization (TFM-M) replaces the aging TFM Infrastructure introduced in the early 1980s with an open system architecture; 2) Collaborative Air Traffic Management Technologies (CATMT) Work Package (WP) 1 provides new functions and enhanced capabilities via software releases to improve NAS traffic flow prediction and overall system capacity. The FAA JRC approved capabilities to be funded in this baseline identified as CATMT Work Package (WP)1; and, 3) CATMT WP2 provides new additional functionality beyond that provided by WP 1 and enhanced capabilities via software releases to improve NAS traffic flow prediction and overall system capacity. The capabilities baselined on 26 Septem in this segment relieve congestion via Airport Congestion Management (ACM) to include automation of Integrated Departure/Arrival Capability (IDAC), increase efficiency by more accurately predicting weather issues via the Corridor Integrated Weather System (CIWS) Integration, and enhance data collection and analysis in order to help further reduce performance gap. The WP2 investment 1) provides more accurate forecasting of NAS operational system capacity and demand forecasting, 2) improves the evaluation of proposed traffic management initiatives, and 3) increases vital information dissemination to reduce inefficient and inequitable delays. TFM supports the FAA goals of making traffic flow more efficient by reducing the following performance gaps: -Bad weather, congestion, and system outages causing unnecessary delays. DOT Goal: Reduced Congestion FAA Goal: NAS Capacity CPIC Status: FAA JRC Baseline Approval - August 1, 2005 TFM status - mixed life cycle (TFMM and WP1 are in DME, WP2 is in plann</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?	2008-09-26
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?	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 <a href="http://www.whitehouse.gov/omb/part">www.whitehouse.gov/omb/part</a> .)	yes
I.A.14.a. If "yes," does this investment address a weakness found during a PART review?	no
I.A.14.b. If "yes," what is the name of the PARTed program?	10001121 - FAA Air Traffic Services
I.A.14.c. If "yes," what rating did the PART receive?	Adequate
I.A.15. Is this investment for information technology?	yes
I.A.16 What is the level of the IT Project? (per CIO Council PM Guidance) Description: Level 1 - Projects with low-to-moderate complexity and risk. Example: Bureau-level project such as a stand-alone information system that has low- to-moderate complexity and risk. Level 2 - Projects with high complexity and/or risk which are critical to the mission of the organization. Examples: Projects that are part of a portfolio of projects/systems that impact each other and/or impact mission activities. Department-wide projects that impact cross-organizational missions, such as an agency-wide system integration that includes large scale Enterprise Resource Planning (e.g., the DoD Business Mgmt Modernization Program). Level 3 - Projects that have high complexity, and/or risk, and have government-wide impact. Examples: Government-wide initiative (E-GOV, President's Management Agenda). High interest projects with Congress, GAO, OMB, or the general public. Cross-cutting initiative (Homeland Security).	Level 3
I.A.17. In addition to the answer in 1.A.11.d, what project management qualifications does the Project Manager have? (per CIO Council PM Guidance)	(1) Project manager has been validated as qualified for this investment
I.A.18. Is this investment or any project(s) within this investment identified as "high risk" on the Q4-FY 2008 agency high risk report? (per OMB Memorandum M-05-23)	yes
I.A.19. Is this a financial management system?	no
I.A.19.a. If "yes," does this investment address a FFMIA compliance area?	
I.A.19.a.1. If "yes," which compliance area: Description: (Up to 250 characters)	
I.A.19.a.2. If "no," what does it address? Description: (Up to 500 characters)	
I.A.19.b. If "yes," please identify the system name(s) and system acronym(s) as reported in the most recent financial systems inventory update required by Circular A-11 section 52 Description: (Up to 2500 characters)	
I.A.20. What is the percentage breakout for the total FY2010 funding request for the following? Description: (This should total 100%)	
I.A.20.a. Hardware	9
I.A.20.b. Software	68
I.A.20.c. Services	23
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	\$8.000	\$0.000	\$3.000	\$0.000
Acquisition	\$196.800	\$88.300	\$84.900	\$47.740
Subtotal Planning and Acquisition	\$204.800	\$88.300	\$87.900	\$47.740
Operations and Maintenance	\$76.687	\$26.363	\$15.640	\$18.705
TOTAL	\$281.487	\$114.663	\$103.540	\$66.445
Government FTE Costs	\$19.337	\$6.142	\$10.621	\$9.219

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	142	45	78	68

I.B.2. Will this project require the agency to hire additional FTE's? yes

I.B.2.a. If "yes," How many and in what year?  
Description: (Up to 500 characters)

With the new scope added via CATMT WP2, it is possible that other programs may need to add additional FTE resources as personnel are retained to work WP2 rather than being freed up for other activities. WP2 will be holding over approximately 42 FTEs per year through FY2013.

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)

Summary of Spending Spending was revised to include the current estimate for the funding stream for the next useful segment, CATMT WP2 of \$151.3M in total life cycle costs (F&E, OPS, FTEs) beginning in FY2009. Of this \$151.3M total life cycle estimate, \$3.0M is requested for FY2009 to complete the planning/Investment Analysis JRC process to obtain a baseline increment to add this new effort to the TFM program and \$4.3M to start the DME effort for WP2. This new segment, WP 2, formally approved at the 9/26/2008 JRC will add new/enhanced capabilities to the products already provided/planned through WP1 to help further close the identified performance gaps. It should be noted at this point, that reducing flight delay is the main goal of this investment. WP2 is another set of capabilities to enable the TFM system to further reduce delays and be more productive in doing this. Notional funding line(s) are being inserted into the EVM section to account for this new work, these will also be adjusted as the effort moves into its approved useful segment (with schedule and budget). A list of approved additional functions for WP2 is listed in section II.A. Metrics have been inserted in section 1D Performance Information.

**I.D. Performance Information (All Capital Assets)**

I.D.1. Performance Information Table

Description: In order to successfully address this area of the exhibit 300, performance goals must be provided for the agency and be linked to the annual performance plan. The investment must discuss the agency's mission and strategic goals, and performance measures (indicators) must be provided. These goals need to map to the gap in the agency's strategic goals and objectives this investment is designed to fill. They are the internal and external performance benefits this investment is expected to deliver to the agency (e.g., improve efficiency by 60 percent, increase citizen participation by 300 percent a year to achieve an overall citizen participation rate of 75 percent by FY 2xxx, etc.). The goals must be clearly measurable investment outcomes, and if applicable, investment outputs. They do not include the completion date of the module, milestones, or investment, or general goals, such as, significant, better, improved that do not have a quantitative measure.

Agencies must use the following table to report performance goals and measures for the major investment and use the Federal Enterprise Architecture (FEA) Performance Reference Model (PRM). Map all Measurement Indicators to the corresponding "Measurement Area" and "Measurement Grouping" identified in the PRM. There should be at least one Measurement Indicator for each of the four different Measurement Areas (for each fiscal year). The PRM is available at www.egov.gov. The table can be extended to include performance measures for years beyond the next President's Budget.

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator
2005	Mobility	Customer Results	Customer Retention	Number of external customers
2005	Mobility	Mission and Business Results	Air Transportation	System availability
2005	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2005	Mobility	Processes and Activities	Complaints	Complaints from traffic managers, track via complaints

				to the Helpdesk.
2005	Mobility	Technology	Data Reliability and Quality	Extent to which data or information is current
2006	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (on time = -5 to +15 min.) during Ground Delay Programs (GDPs).
2006	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2006	Mobility	Customer Results	Customer Retention	Number of external customers
2006	Mobility	Mission and Business Results	Air Transportation	System availability
2006	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2006	Mobility	Processes and Activities	Complaints	Complaints from traffic managers, track via complaints to the Helpdesk.
2006	Mobility	Technology	Data Reliability and Quality	Extent to which data or information is current
2007	Mobility	Customer Results	Customer Retention	Number of external customers
2007	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2007	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2007	Mobility	Customer Results	Customer Impact or Burden	Number of Congestion related diversions
2007	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes
2007	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs (GDPs)
2007	Mobility	Mission and Business Results	Air Transportation	Number of Unnecessarily delayed flights during SWAP
2007	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2007	Mobility	Mission and Business Results	Air Transportation	System availability
2007	Mobility	Mission and Business Results	Air Transportation	Slot utilization during GDPs
2007	Mobility	Mission and Business Results	Air Transportation	Delivery rate during GDP
2007	Mobility	Processes and Activities	Innovation and Improvement	Identify, notify and impact only those specific flights affected by demand-capacity imbalance through a specific en-route region. Avoid destination airport centric GDP.
2007	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2007	Mobility	Technology	Functionality	Accuracy and utility of Predictive Modeling (Departure Time Variation 120 min prior to departure)
2007	Mobility	Technology	Functionality	Ability of TFM to receive surface data
2007	Mobility	Technology	Functionality	Develop and Deploy new Airspace Flow Management technologies
2008	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2008	Mobility	Customer Results	Customer Retention	Number of external customers
2008	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2008	Mobility	Customer Results	Customer Impact or Burden	Number of Congestion-Related Diversions
2008	Mobility	Customer Results	Customer Impact or Burden	Faction of flights with airborne delays > 20 minutes
2008	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15

				min.) during Ground Delay Programs(GDPs)
2008	Mobility	Mission and Business Results	Air Transportation	Number of Unnecessarily delayed Aircraft during SWAP
2008	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2008	Mobility	Mission and Business Results	Air Transportation	System availability
2008	Mobility	Mission and Business Results	Air Transportation	Slot utilization during GDPs
2008	Mobility	Mission and Business Results	Air Transportation	Delivery rate during GDP
2008	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2008	Mobility	Technology	Internal Data Sharing	Number of airports sharing surface data with TFM
2008	Mobility	Technology	Functionality	Accuracy and utility of Predictive Modeling (Departure Time Variation 120 min prior to departure)
2009	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2009	Mobility	Customer Results	Customer Retention	Number of external customers
2009	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2009	Mobility	Customer Results	Customer Impact or Burden	Number of congestion related diversions
2009	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes
2009	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)
2009	Mobility	Mission and Business Results	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP
2009	Mobility	Mission and Business Results	Air Transportation	System availability
2009	Mobility	Mission and Business Results	Air Transportation	Slot utilization during GDPs
2009	Mobility	Mission and Business Results	Air Transportation	Delivery rate during GDP
2009	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2009	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2009	Mobility	Technology	Internal Data Sharing	Number of airports sharing surface data with TFM
2009	Mobility	Technology	Functionality	Accuracy and utility of Predictive Modeling (Departure Time Variation 120 min prior to departure)
2010	Mobility	Customer Results	Customer Retention	Number of external customers
2010	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2010	Mobility	Customer Results	Customer Impact or Burden	Number of congestion related diversions
2010	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes
2010	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)
2010	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2010	Mobility	Mission and Business Results	Air Transportation	System availability
2010	Mobility	Mission and Business Results	Air Transportation	Slot utilization during GDPs
2010	Mobility	Mission and Business Results	Air Transportation	Delivery rate during GDP
2010	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5

				min.) during Ground Delay Programs (GDPs).
2010	Mobility	Mission and Business Results	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP
2010	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2010	Mobility	Technology	Internal Data Sharing	Number of airports sharing surface data with TFM
2011	Mobility	Customer Results	Customer Retention	Number of external customers
2011	Mobility	Customer Results	Customer Impact or Burden	Number of congestion related diversions
2011	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes
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2011	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2011	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2011	Mobility	Mission and Business Results	Air Transportation	System availability
2011	Mobility	Mission and Business Results	Air Transportation	Slot utilization during GDPs
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2011	Mobility	Mission and Business Results	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP
2011	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2011	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2011	Mobility	Technology	Internal Data Sharing	Number of airports sharing surface data with TFM
2012	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2012	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes
2012	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)
2012	Mobility	Customer Results	Customer Impact or Burden	Number of congestion related diversions
2012	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2012	Mobility	Customer Results	Customer Retention	Number of external customers
2012	Mobility	Mission and Business Results	Air Transportation	System availability
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2012	Mobility	Mission and Business Results	Air Transportation	Delivery rate during GDP
2012	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2012	Mobility	Mission and Business Results	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP
2012	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2012	Mobility	Technology	Internal Data Sharing	Number of airports sharing surface data with TFM
2013	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2013	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes
2013	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant

				with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)
2013	Mobility	Customer Results	Customer Impact or Burden	Number of congestion related diversions
2013	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2013	Mobility	Customer Results	Customer Retention	Number of external customers
2013	Mobility	Mission and Business Results	Air Transportation	System availability
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2013	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2013	Mobility	Mission and Business Results	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP
2013	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2013	Mobility	Technology	Internal Data Sharing	Number of airports sharing surface data with TFM

### 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)	Traffic Flow Management (TFM)
I.F.2.b. If "no," please explain why? Description: (Up to 2500 characters)	
I.F.3. Is this investment identified in a completed and approved segment architecture?	yes
I.F.3.a. If "yes," provide the six digit code corresponding to the agency segment architecture. The segment architecture codes are maintained by the agency Chief Architect. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> . Description: (In the format "XXX-000")	102-000

#### I.F.4. Service Component Reference Model (SRM) Table

**Description:** Identify the service components funded by this major IT investment (e.g., knowledge management, content management, customer relationship management, etc.). Provide this information in the format of the following table. For detailed guidance regarding components, please refer to <http://www.egov.gov>.

- Use existing SRM Components or identify as "NEW". A "NEW" component is one not already identified as a service component in the FEA SRM.
- 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.
- '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.
- 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)
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify	Knowledge Discovery	Data Mining	

	periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)			
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Customer Relationship Management	Partner Relationship Management	
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Knowledge Management	Knowledge Distribution and Delivery	
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Knowledge Management	Information Sharing	
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Analysis and Statistics	Mathematical	
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Customer Initiated Assistance	Scheduling	
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections	Knowledge Discovery	Simulation	



	for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)			
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Business Intelligence	Decision Support and Planning	
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Knowledge Discovery	Modeling	
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Customer Relationship Management	Partner Relationship Management	
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Customer Initiated Assistance	Scheduling	
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user	Knowledge Management	Information Sharing	

	preferences. (NAS TM Synchronization)			
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Knowledge Management	Knowledge Distribution and Delivery	
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Analysis and Statistics	Mathematical	
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Knowledge Discovery	Data Mining	
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Knowledge Discovery	Modeling	
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Knowledge Discovery	Simulation	
Airborne - TM Synchronization	Airborne synchronization, or	Business Intelligence	Decision Support and Planning	

	spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)			
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Business Intelligence	Demand Forecasting / Mgmt	
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Business Intelligence	Demand Forecasting / Mgmt	

**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)
Partner Relationship Management	Service Access and Delivery	Service Transport	Service Transport	TCP/IP & TCP/UDP
Partner Relationship Management	Service Platform and Infrastructure	Hardware / Infrastructure	Embedded Technology Devices	HardDisk Drive Sys
Partner Relationship Management	Service Platform and Infrastructure	Database / Storage	Storage	HardDisk Drive Sys
Scheduling	Service Access and Delivery	Service Requirements	Legislative / Compliance	FAA Order 1370.82
Scheduling	Service Platform and Infrastructure	Hardware / Infrastructure	Embedded Technology Devices	HardDisk Drive Sys
Scheduling	Component Framework	Business Logic	Platform Independent Technologies	C Std/C++/JAVA
Scheduling	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Gateway System
Scheduling	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Ethernet
Scheduling	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	TBD COTS S/W
Scheduling	Component Framework	User Presentation / Interface	Content Rendering	C Std/C++/JAVA
Scheduling	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Clear Case CAS Tool

Partner Relationship Management	Component Framework	Business Logic	Platform Independent Technologies	C Std/C++/JAVA
Partner Relationship Management	Service Interface and Integration	Interoperability	Data Transformation	C Std/C++/JAVA
Scheduling	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	COTS Systems
Scheduling	Service Platform and Infrastructure	Support Platforms	Independent Platform	LINUX RedHat v3.0
Scheduling	Service Access and Delivery	Service Transport	Service Transport	TCP/IP & TCP/UDP
Partner Relationship Management	Service Access and Delivery	Service Requirements	Legislative / Compliance	FAA Order 1370.82
Partner Relationship Management	Service Access and Delivery	Delivery Channels	Virtual Private Network (VPN)	VPN Spec.: Token-based
Partner Relationship Management	Service Access and Delivery	Access Channels	Other Electronic Channels	VPN Spec.: Token-based
Partner Relationship Management	Component Framework	Security	Supporting Security Services	Secure Key Mgmt Sys
Information Sharing	Service Access and Delivery	Service Transport	Service Transport	TCP/IP & TCP/UDP
Scheduling	Service Interface and Integration	Interoperability	Data Transformation	C Std/C++/JAVA
Information Sharing	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Gateway System
Information Sharing	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	COTS Systems
Information Sharing	Service Platform and Infrastructure	Database / Storage	Storage	HardDisk Drive Sys
Information Sharing	Service Platform and Infrastructure	Database / Storage	Database	Oracle DBS
Information Sharing	Service Access and Delivery	Service Requirements	Legislative / Compliance	FAA Order 1370.82
Information Sharing	Service Platform and Infrastructure	Support Platforms	Independent Platform	LINUX RedHat v3.0
Knowledge Distribution and Delivery	Service Access and Delivery	Access Channels	Other Electronic Channels	VPN Spec.: Token-based
Partner Relationship Management	Service Platform and Infrastructure	Support Platforms	Independent Platform	LINUX RedHat v3.0
Partner Relationship Management	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	COTS Systems
Partner Relationship Management	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Ethernet
Partner Relationship Management	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Gateway System
Partner Relationship Management	Service Platform and Infrastructure	Database / Storage	Database	Oracle DBS
Information Sharing	Service Platform and Infrastructure	Hardware / Infrastructure	Embedded Technology Devices	HardDisk Drive Sys
Knowledge Distribution and Delivery	Service Access and Delivery	Delivery Channels	Virtual Private Network (VPN)	VPN Spec.: Token-based
Knowledge Distribution and Delivery	Service Access and Delivery	Service Requirements	Legislative / Compliance	FAA Order 1370.82
Knowledge Distribution and Delivery	Service Access and Delivery	Service Transport	Service Transport	TCP/IP & TCP/UDP
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Support Platforms	Independent Platform	LINUX RedHat v3.0
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	COTS Systems
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Hardware / Infrastructure	Embedded Technology Devices	HardDisk Drive Sys
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Ethernet
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Gateway System
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Database / Storage	Database	Oracle DBS
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Database / Storage	Storage	HardDisk Drive Sys
Knowledge Distribution and Delivery	Component Framework	Security	Supporting Security Services	Secure Key Mgmt Sys
Knowledge Distribution and Delivery	Component Framework	Business Logic	Platform Independent Technologies	C Std/C++/JAVA
Knowledge Distribution and Delivery	Service Interface and Integration	Interoperability	Data Transformation	C Std/C++/JAVA
Mathematical	Service Access and Delivery	Service Requirements	Legislative / Compliance	FAA Order 1370.82
Mathematical	Service Platform and Infrastructure	Support Platforms	Independent Platform	LINUX RedHat v3.0
Mathematical	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Ethernet

Mathematical	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	TBD COTS S/W
Mathematical	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Clear Case CAS Tool
Mathematical	Component Framework	Business Logic	Platform Independent Technologies	C Std/C++/JAVA
Data Mining	Service Access and Delivery	Service Requirements	Legislative / Compliance	FAA Order 1370.82
Data Mining	Service Platform and Infrastructure	Support Platforms	Independent Platform	LINUX RedHat v3.0
Data Mining	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Ethernet
Data Mining	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	TBD COTS S/W
Data Mining	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Clear Case CAS Tool
Data Mining	Component Framework	Business Logic	Platform Independent Technologies	C Std/C++/JAVA
Modeling	Service Access and Delivery	Service Requirements	Legislative / Compliance	FAA Order 1370.82
Modeling	Service Platform and Infrastructure	Support Platforms	Independent Platform	LINUX RedHat v3.0
Modeling	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Ethernet
Modeling	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	TBD COTS S/W
Modeling	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Clear Case CAS Tool
Modeling	Component Framework	Business Logic	Platform Independent Technologies	C Std/C++/JAVA
Simulation	Service Access and Delivery	Service Requirements	Legislative / Compliance	FAA Order 1370.82
Simulation	Service Platform and Infrastructure	Support Platforms	Independent Platform	LINUX RedHat v3.0
Simulation	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Ethernet
Simulation	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	TBD COTS S/W
Simulation	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Clear Case CAS Tool
Simulation	Component Framework	Business Logic	Platform Independent Technologies	C Std/C++/JAVA
Demand Forecasting / Mgmt	Service Access and Delivery	Service Requirements	Legislative / Compliance	FAA Order 1370.82
Demand Forecasting / Mgmt	Service Platform and Infrastructure	Support Platforms	Independent Platform	LINUX RedHat v3.0
Demand Forecasting / Mgmt	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Ethernet
Demand Forecasting / Mgmt	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	TBD COTS S/W
Demand Forecasting / Mgmt	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Clear Case CAS Tool
Demand Forecasting / Mgmt	Component Framework	Business Logic	Platform Independent Technologies	C Std/C++/JAVA
Decision Support and Planning	Service Access and Delivery	Service Requirements	Legislative / Compliance	FAA Order 1370.82
Decision Support and Planning	Service Platform and Infrastructure	Support Platforms	Independent Platform	LINUX RedHat v3.0
Decision Support and Planning	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Ethernet
Decision Support and Planning	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	TBD COTS S/W
Decision Support and Planning	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Clear Case CAS Tool
Decision Support and Planning	Component Framework	Business Logic	Platform Independent Technologies	C Std/C++/JAVA

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: