

Exhibit 300: Capital Asset Plan and Business Case Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview (All Capital Assets)

1. Date of Submission: 9/4/2007
2. Agency: Department of Transportation
3. Bureau: Research & Innovative technology Administration
4. Name of this Capital Asset: RITAX008: BTS Mid Tier Server/Airline Reporting and Data Information System (previously BTSXX008)
5. Unique Project (Investment) Identifier: (For IT investment only, see section 53. For all other, use agency ID system.) 021-53-01-14-01-1090-00
6. What kind of investment will this be in FY2009? (Please NOTE: Investments moving to O&M in FY2009, with Planning/Acquisition activities prior to FY2009 should not select O&M. These investments should indicate their current status.) Operations and Maintenance
7. What was the first budget year this investment was submitted to OMB? FY2003
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:

The RITA-Bureau of Transportation Statistics is responsible for DOT's aviation statistics program as managed by the Office of Airline Information (OAI).

The aviation statistics program provides consistent and comprehensive air carrier financial, traffic, and operational/performance statistics that portray the results of air carrier operations in the air transportation industry in support of DOT decision-makers in OST and the FAA.

The "Performance Gap" that the ARDIS investment was designed to fill includes automated data collection and validation of airline data in support of the major DOT aviation programs in OST and the FAA. The investment provides tools for reporting on the quality of the airline data so that the Data Administration team can use this information to evaluate the data and assist reporting carriers with any data issues.

This investment provides the DOT with reliable airline data that is used in determining international air service agreements, evaluating the initial and continuing fitness of air carriers to provide public air transportation services, determining the allocation and distribution of airport improvement funds under a congressional appropriation, and the monitoring of the overall economic health of the air transportation industry.

The ARDIS investment provides the tools necessary for the Office of Airline Information to fulfill the RITA-BTS mission for airline industry data through: (1) the management of the on-going airline data collection program; (2) collecting, validating, compiling, analyzing, and publishing a comprehensive set of transportation statistics; (3) the issuance of guidelines, interpretations, and directives to facilitate the collection of comparable and accurate airline industry data; (4) the identification of information that is needed, but which is not being collected; (5) the exchange of data with airline industry organizations such as the International Civil Aviation Organization (ICAO); and (6) the compilation of aviation statistics for government use and report compilations and for distribution as publicly available data.

9. Did the Agency's Executive/Investment Committee approve this request? Yes
- a. If "yes," what was the date of this approval? 9/1/2006
10. Did the Project Manager review this Exhibit? Yes
11. Contact information of Project Manager?
- Name Taylor, Rachael
- Phone Number Redacted
- Email Rachael.Taylor@dot.gov
- a. What is the current FAC-P/PM certification level of the project/program manager? Entry/Apprentice-level
12. Has the agency developed and/or promoted cost effective, energy-efficient and environmentally sustainable techniques or practices for this project? No

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(Revision 12)

a. Will this investment include electronic assets (including computers)? No

b. Is this investment for new construction or major retrofit of a Federal building or facility? (answer applicable to non-IT assets only) No

1. If "yes," is an ESPC or UESC being used to help fund this investment?

2. If "yes," will this investment meet sustainable design principles?

3. If "yes," is it designed to be 30% more energy efficient than relevant code?

13. Does this investment directly support one of the PMA initiatives? No

If "yes," check all that apply:

a. 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?)

14. Does this investment support a program assessed using the Program Assessment Rating Tool (PART)? (For more information about the PART, visit www.whitehouse.gov/omb/part.) Yes

a. If "yes," does this investment address a weakness found during a PART review? Yes

b. If "yes," what is the name of the PARTed program? Transportation Statistics Program

c. If "yes," what rating did the PART receive? Moderately Effective

15. Is this investment for information technology? Yes

If the answer to Question 15 is "Yes," complete questions 16-23 below. If the answer is "No," do not answer questions 16-23.

For information technology investments only:

16. What is the level of the IT Project? (per CIO Council PM Guidance) Level 1

17. 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

18. Is this investment or any project(s) within this investment identified as "high risk" on the Q4 - FY 2007 agency high risk report (per OMB Memorandum M-05-23) No

19. Is this a financial management system? No

a. If "yes," does this investment address a FFMIA compliance area? No

1. If "yes," which compliance area: n/a

2. If "no," what does it address?

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

20. What is the percentage breakout for the total FY2009 funding request for the following? (This should total 100%)

Hardware	0.000000
Software	0.000000
Services	100.000000
Other	0.000000

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

22. Contact information of individual responsible for privacy related questions:

Name Monniere, Robert
 Phone Number Redacted
 Title Privacy Officer
 E-mail Robert.Monniere@dot.gov

23. Are the records produced by this investment appropriately scheduled with the National Archives and Records Administration's approval? Yes

Question 24 must be answered by all Investments:

24. Does this investment directly support one of the GAO High Risk Areas? No

Section B: Summary of Spending (All Capital Assets)

1. 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.

Table 1: SUMMARY OF SPENDING FOR PROJECT PHASES (REPORTED IN MILLIONS) (Estimates for BY+1 and beyond are for planning purposes only and do not represent budget decisions)									
	PY-1 and earlier	PY 2007	CY 2008	BY 2009	BY+1 2010	BY+2 2011	BY+3 2012	BY+4 and beyond	Total
Planning:	0.02	0	0	0	redacted	Redacted	Redacted	Redacted	redacted
Acquisition:	3.1	0	0	0	redacted	redacted	redacted	redacted	redacted
Subtotal Planning & Acquisition:	3.12	0	0	0	redacted	redacted	redacted	redacted	redacted
Operations & Maintenance:	4.521	0.257	0.247	0.257	redacted	redacted	redacted	redacted	redacted
TOTAL:	7.641	0.257	0.247	0.257	redacted	redacted	redacted	redacted	redacted
Government FTE Costs should not be included in the amounts provided above.									
Government FTE Costs	1.212	0.412	0.412	0.1	redacted	redacted	redacted	redacted	redacted
Number of FTE represented by Costs:	12	2	2	1	redacted	redacted	redacted	redacted	redacted

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.

2. Will this project require the agency to hire additional FTE's? No

a. If "yes," How many and in what year?

3. If the summary of spending has changed from the FY2008 President's budget request, briefly explain those changes:
redacted

Section C: Acquisition/Contract Strategy (All Capital Assets)

1. Complete the table for all (including all non-Federal) contracts and/or task orders currently in place or planned for this investment. Total Value should include all option years for each contract. Contracts and/or task orders completed do not need to be included.

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Contracts/Task Orders Table:															* Costs in millions	
Contract or Task Order Number	Type of Contract/ Task Order	Has the contract been awarded (Y/N)	If so what is the date of the award? If not, what is the planned award date?	Start date of Contract/ Task Order	End date of Contract/ Task Order	Total Value of Contract/ Task Order (\$M)	Is this an Interagency Acquisition ? (Y/N)	Is it performance based? (Y/N)	Competitively awarded? (Y/N)	What, if any, alternative financing option is being used? (ESPC, UESC, EUL, N/A)	Is EVM in the contract? (Y/N)	Does the contract include the required security & privacy clauses? (Y/N)	Name of CO	CO Contact information (phone/email)	Contracting Officer Certification Level (Level 1,2,3,N/A)	If N/A, has the agency determined the CO assigned has the competencies and skills necessary to support this acquisition ? (Y/N)
redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted
redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:

ARDIS is a "steady state" system, and it is the IT portion of the overall airline data services contract that is needed for ARDIS Operations & Maintenance (M&O)

3. Do the contracts ensure Section 508 compliance? No
- a. Explain why: The current IT contract, that covers FY2003 through FY08, was let before 508 compliance was understood to be required. In our forward looking IT contracting plans will include 508 compliance. The deliverables/output currently produced are 508 compliant.
4. Is there an acquisition plan which has been approved in accordance with agency requirements? Yes
- a. If "yes," what is the date? 10/1/2001
- b. If "no," will an acquisition plan be developed?
1. If "no," briefly explain why:

Section D: Performance Information (All Capital Assets)

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 or qualitative 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 FY 2009.

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2007	Organizational Excellence	Customer Results	Customer Benefit	Customer Impact or Burden	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for key DOT customers in OST and FAA.	All data released per the schedule	Data Released not more than 1 day late per the schedule	Actual results October 2006 - SEPTEMBER 2007: All data has released per the schedule thru SEP 2007
2007	Global Connectivity	Processes and Activities	Productivity and Efficiency	Productivity	To ensure the availability of an IT environment that promotes the most efficient, cost-effective environment for the collection and validation of airline data reported to the DOT, for the component agencies of DOT.	Number of complaints received per month.	To see the number of complaints per month less than 2 or to reduce the number of system user complaints per month by 2.	ARDIS production sytem complaints/down time: Some minor disruptions due to loss of DBA: 2006 OCT: 0; NOV: 0 DEC: 0; 2007 JAN: 0; FEB: 1; MAR: 1; APR: 2; MAY: 0; JUN: 1; JUL: 0; AUG: 0; SEP: 0
2007	Organizational Excellence	Technology	Quality	Compliance and Deviations	To ensure the availability of reliable, accurate and relevant aviation data for the component agencies of DOT.	Number of customer complaints about the quality of data released received per month.	To reduce the number of customer complaints about the quality of data released to 1 per month.	Customer Complaints Data Quality: 2006: OCT: 2 (298c), NOV: 1 (298c), DEC: 1(298c), 2007: JAN: 1 (P12a), FEB: 0; MAR: 0; APR: 0; MAY: 1 (T100); JUN: 0; JUL: 1 (T100); AUG: 0; SEP: 0
2008	Organizational Excellence	Customer Results	Customer Benefit	Customer Impact or	Organizational Excellence: To	All data released per the schedule	Data Released not more than 1	Actual results OCTOBER 2007 -

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				Burden	ensure the availability of reliable, accurate and relevant aviation data for key DOT customers in OST and FAA.		day late per the schedule	SEPTEMBER 2008: All data has been released on time, per the schedule thru NOV 2007
2008	Organizational Excellence	Mission and Business Results	Revenue Collection	User Fee Collection	To ensure the availability of reliable, accurate and relevant aviation data for DHS Auditors to use in validating the User Fees that are collected	New as of OCT 2007, this data file will be released per a monthly schedule	Data Released not more than 1 day late per the schedule	Actual results OCTOBER 2007 - SEPTEMBER 2008: Data for DHS was released on time, per the schedule thru NOV 2007
2008	Global Connectivity	Processes and Activities	Productivity and Efficiency	Productivity	To ensure the availability of an IT environment that promotes the most efficient, cost-effective environment for the collection and validation of airline data reported to the DOT, for the component agencies of DOT.	Number of complaints received per month.	To see the number of complaints per month less than 2 or to reduce the number of system user complaints per month by 2.	ARDIS production sytem complaints/down time: FY 2008 - OCT: 0; NOV: 0; DEC: TBD; JAN: TBD; FEB: TBD; MAR: TBD; APR: TBD; MAY: TBD; JUN: TBD; JUL: TBD; AUG: TBD; SEP: TBD
2008	Organizational Excellence	Technology	Quality	Compliance and Deviations	To ensure the availability of reliable, accurate and relevant aviation data for the component agencies of DOT.	Number of customer complaints about the quality of data released received per month.	To reduce the number of customer complaints about the quality of data released to 1 per month.	Customer Complaints Data Quality: FY 2008: OCT: None; NOV: None; DEC: TBD; JAN: TBD; FEB: TBD; MAR: TBD; APR: TBD; MAY: TBD; JUN: TBD; JUL: TBD; AUG: TBD; SEP: TBD

Section E: Security and Privacy (IT Capital Assets only)

In order to successfully address this area of the business case, each question below must be answered at the system/application level, not at a program or agency level. Systems supporting this investment on the planning and operational systems security tables should match the systems on the privacy table below. Systems on the Operational Security Table must be included on your agency FISMA system inventory and should be easily referenced in the inventory (i.e., should use the same name or identifier).

For existing Mixed-Life Cycle investments where enhancement, development, and/or modernization is planned, include the investment in both the "Systems in Planning" table (Table 3) and the "Operational Systems" table (Table 4). Systems which are already operational, but have enhancement, development, and/or modernization activity, should be included in both Table 3 and Table 4. Table 3 should reflect the planned date for the system changes to be complete and operational, and the planned date for the associated C&A update. Table 4 should reflect the current status of the requirements listed. In this context, information contained within Table 3 should characterize what updates to testing and documentation will occur before implementing the enhancements; and Table 4 should characterize the current state of the materials associated with the existing system.

All systems listed in the two security tables should be identified in the privacy table. The list of systems in the "Name of System" column of the privacy table (Table 8) should match the systems listed in columns titled "Name of System" in the security tables (Tables 3 and 4). For the Privacy table, it is possible that there may not be a one-to-one ratio between the list of systems and the related privacy documents. For example, one PIA could cover multiple systems. If this is the case, a working link to the PIA may be listed in column (d) of the privacy table more than once (for each system covered by the PIA).

The questions asking whether there is a PIA which covers the system and whether a SORN is required for the system are discrete from the narrative fields. The narrative column provides an opportunity for free text explanation why a working link is not provided. For example, a SORN may be required for the system, but the system is not yet operational. In this circumstance, answer "yes" for column (e) and in the narrative in column (f), explain that because the system is not operational the SORN is not yet required to be published.

Please respond to the questions below and verify the system owner took the following actions:

1. Have the IT security costs for the system(s) been identified Yes and integrated into the overall costs of the investment:

a. If "yes," provide the "Percentage IT Security" for the budget year: 1.55

2. Is identifying and assessing security and privacy risks a part of the overall risk management effort for each system supporting or part of this investment? Yes

3. Systems in Planning and Undergoing Enhancement(s), Development, and/or Modernization - Security Table(s):			
Name of System	Agency/ or Contractor Operated System?	Planned Operational Date	Date of Planned C&A update (for existing mixed life cycle systems) or Planned Completion Date (for new systems)

4. Operational Systems - Security Table:							
Name of System	Agency/ or Contractor Operated System?	NIST FIPS 199 Risk Impact level (High, Moderate, Low)	Has C&A been Completed, using NIST 800-37? (Y/N)	Date Completed: C&A	What standards were used for the Security Controls tests? (FIPS 200/NIST 800-53, Other, N/A)	Date Complete(d): Security Control Testing	Date the contingency plan tested
redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted

5. Have any weaknesses, not yet remediated, related to any of the systems part of or supporting this investment been identified by the agency or IG? No

a. If "yes," have those weaknesses been incorporated into the agency's plan of action and milestone process? No

6. Indicate whether an increase in IT security funding is requested to remediate IT security weaknesses? redacted

a. If "yes," specify the amount, provide a general description of the weakness, and explain how the funding request will remediate the weakness.

redacted

7. How are contractor security procedures monitored, verified, and validated by the agency for the contractor systems above? redacted

8. Planning & Operational Systems - Privacy Table:					
(a) Name of System	(b) Is this a new system? (Y/N)	(c) Is there at least one Privacy Impact Assessment (PIA) which covers this system? (Y/N)	(d) Internet Link or Explanation	(e) Is a System of Records Notice (SORN) required for this system? (Y/N)	(f) Internet Link or Explanation
ARDIS - Airline Data Report Information System	No	No	No, because the system does not contain, process or transmit personally identifiable information.	No	No, because the existing Privacy Act system or records was not substantially revised in FY07.

Details for Text Options:
 Column (d): If yes to (c), provide the link(s) to the publicly posted PIA(s) with which this system is associated. If no to (c), provide an explanation why the PIA has not been publicly posted or why the PIA has not been conducted.
 Column (f): If yes to (e), provide the link(s) to where the current and up to date SORN(s) is published in the federal register. If no to (e), provide an explanation why the SORN has not been published or why there isn't a current and up to date SORN.
 Note: Working links must be provided to specific documents not general privacy websites. Non-working links will be considered as a blank field.

Section F: Enterprise Architecture (EA) (IT Capital Assets only)

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.

1. Is this investment included in your agency's target enterprise architecture? Yes

a. If "no," please explain why?

2. Is this investment included in the agency's EA Transition Strategy? Yes

- a. If "yes," provide the investment name as identified in the Transition Strategy provided in the agency's most recent annual EA Assessment. RITAx008-Airline Data & Reporting System
- b. If "no," please explain why?

3. Is this investment identified in a completed (contains a target architecture) and approved segment architecture? No

- a. If "yes," provide the name of the segment architecture as provided in the agency's most recent annual EA Assessment.

4. Service Component Reference Model (SRM) Table:
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>.

Agency Component Name	Agency Component Description	FEA SRM Service Domain	FEA SRM Service Type	FEA SRM Component (a)	Service Component Reused Name (b)	Service Component Reused UPI (b)	Internal or External Reuse? (c)	BY Funding Percentage (d)
ARDIS	Custom validation of airline data is performed per business rules that are tailored to the various types of data being reported.	Back Office Services	Data Management	Data Cleansing			No Reuse	50
ARDIS	The ARDIS Oracle data base repository is used and available for data quality analysis and preparation of press releases. ARDIS Oracle is used by OAI staff for on demand, custom, ad hoc airline data queries, in response to various requests from OST, FAA, DHS, Congress, the airlines, the media, etc.	Back Office Services	Data Management	Data Mart			No Reuse	50

- 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 the column can, but are not required to, add up to 100%.

5. Technical Reference Model (TRM) Table:
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.

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)
Data Mart	Component Framework	Presentation / Interface	Static Display	Redacted
Data Mart	Service Access and Delivery	Access Channels	Other Electronic Channels	Redacted
Data Mart	Service Access and Delivery	Delivery Channels	Intranet	Redacted
Data Mart	Service Access and Delivery	Service Transport	Service Transport	Redacted
Data Cleansing	Service Interface and Integration	Interoperability	Data Transformation	Redacted
Data Mart	Service Platform and Infrastructure	Database / Storage	Database	Redacted

5. Technical Reference Model (TRM) Table:

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.

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)
Data Cleansing	Service Platform and Infrastructure	Delivery Servers	Application Servers	Redacted
Data Mart	Service Platform and Infrastructure	Delivery Servers	Web Servers	Redacted
Data Mart	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	Redacted
Data Cleansing	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	Redacted

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.

6. Will the application leverage existing components and/or applications across the Government (i.e., FirstGov, Pay.Gov, etc)? No

a. If "yes," please describe.

Exhibit 300: Part III: For "Operation and Maintenance" investments ONLY (Steady State)

Section A: Risk Management (All Capital Assets)

Part III should be completed only for investments identified as "Operation and Maintenance" (Steady State) in response to Question 6 in Part I, Section A above.

You should have performed a risk assessment during the early planning and initial concept phase of this investment's life-cycle, developed a risk-adjusted life-cycle cost estimate and a plan to eliminate, mitigate or manage risk, and be actively managing risk throughout the investment's life-cycle.

1. Does the investment have a Risk Management Plan? Yes
 - a. If "yes," what is the date of the plan? 7/10/2007
 - b. Has the Risk Management Plan been significantly changed since last year's submission to OMB? No
 - c. If "yes," describe any significant changes:

2. If there currently is no plan, will a plan be developed?
 - a. If "yes," what is the planned completion date?
 - b. If "no," what is the strategy for managing the risks?

Section B: Cost and Schedule Performance (All Capital Assets)

1. Was operational analysis conducted? Yes
 - a. If "yes," provide the date the analysis was completed. 5/31/2007
 - b. If "yes," what were the results?

CUSTOMER RESULTS:

In the past and on going, OAI has regular meetings and discussions with key customers to ensure that the airline data are meeting their needs. OAI is documenting this customer feedback. As of JUNE 2007, customer feedback has been positive.

STRATEGIC and BUSINESS RESULTS:

In the past and on going, the OAI COTR and the ARDIS IT staff work closely with and meet regularly with the OAI Data Administrators who use the ARDIS system to validate the various airline data that is reported to OAI. The OAI Data Administrators provide feedback to ensure that the investment is helping them get their job done. Discussions include a review of any new or enhanced validations and other system tools and functions that could enhance their ability to more efficiently and effectively process the airline data and produce the highest quality data products. OAI documents these requests for minor enhancements and has a process for development and implementation.

FINANCIAL PERFORMANCE:

The performance of the ARDIS system is within acceptable limits of cost and schedule variance.

INNOVATION:

Discussions with the RITA IRB provide formal consideration for how well this investment is meeting the needs of the Data Administrators who use the system and ultimately the users of the data, to ensure that the investment is providing what is needed, and whether or not combining this investment with some other investment in the future would be beneficial.

- c. If "no," please explain why it was not conducted and if there are any plans to conduct operational analysis in the future:

2. Complete the following table to compare actual cost performance against the planned cost performance baseline. Milestones reported may include specific individual scheduled preventative and predictable corrective maintenance activities, or may be the total of planned annual operation and maintenance efforts).

- a. What costs are included in the reported Cost/Schedule Performance information (Government Only/Contractor Only/Both)? Contractor and Government

2.b Comparison of Plan vs. Actual Performance Table:

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Comparison of Plan vs. Actual Performance Table							
Milestone Number	Description of Milestone	Planned		Actual		Variance	
		Completion Date (mm/dd/yyyy)	Total Cost (\$M)	Completion Date (mm/dd/yyyy)	Total Cost (\$M)	Schedule (# days)	Cost (\$M)
redacted	redacted	redacted	redacted	redacted	redacted	redacted	redacted