

**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: 9/10/2007
2. Agency: Department of Transportation
3. Bureau: Federal Aviation Administration
4. Name of this Capital Asset: FAAXX013: Automated Surface Observing System / Automated Weather Observing System (ASOS/AWOS)
5. Unique Project (Investment) Identifier: (For IT investment only, see section 53. For all other, use agency ID system.) 021-12-01-21-01-1030-00
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.) Mixed Life Cycle
7. What was the first budget year this investment was submitted to OMB? FY2001 or earlier
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:

Aviation Surface Weather Observation Network(ASWON), a collection of weather equipment that supports the FAA and National Weather Service(NWS) modernization by automating surface weather observations. ASWONs role is to provide real time, accurate surface weather conditions to pilots, air traffic controllers, other aviation users, and the national weather data network. ASWON weather systems provide weather information at approximately 800 facilities for information only through the internet and telephone lines. It supports the NAS reliability goal of 99.7% and supports the reduction of NAS weather requirements.

It consists of 8 projects: ASOS Pre-Planned Product Improvement(ASOS P3I), Automated Weather Sensor System(AWSS), Stand-Alone Weather Sensors(SAWS), Automated Weather Observing System (AWOS), Automated Surface Observing System (ASOS), ASOS/AWOS Data Acquisition System (ADAS), Model F420 anemometer (F420), Digital Altimeter Setting Indicator (DASI) barometer (Funded by O&M.) However, this document will specifically address only the ASOS, ASOS P3I, AWSS, and SAWS. The remaining 4 systems (F-420, ADAS, AWOS, and DASI) are legacy systems and no longer managed by ATO-T.

ASWON fills 3 performance gaps: 1)The automated weather equipment is a cost-beneficial alternative to human weather observers (HWO). The 20 year cost of the automated systems is \$900K versus \$3M for HWOs. 2)ASOS and AWSS provide wind speed, direction, & gusts; altimeter; visibility; cloud height & type; precipitation identification; temperature; and dew point. ASOS P3I will implement 5 upgrades to ASOS processor, dewpoint sensor, ice-free wind sensor, enhanced precipitation identifier, and ceilometer. 3)SAWS, a backup to ASOS at service Level C facilities, provides temperature, dewpoint, altimeter, wind speed, direction & gusts. SAWS can be used as a replacement for the F420 and DASI.

The cost benefits for ASWON include passenger value of time, aircraft operating direct costs, and safety benefits. ASWON requested a rebaseline decision from the Joint Resources Council (JRC) for large EVM cost and schedule variances that grew due to funding cuts in the last 3 fiscal years and received approval on 6/29/06. ASOS P3I will continue the installation of ceilometers and EPI and be completed in FY12. SAWS and AWSS don't require future F&E funding,(Spending FY05 appropriations),will be completed in FY07.
9. Did the Agency's Executive/Investment Committee approve this request? Yes
  - a. If "yes," what was the date of this approval? 6/29/2006
10. Did the Project Manager review this Exhibit? Yes
11. Contact information of Project Manager?

Name H. Claude Jones  
Phone Number Redacted  
Email claude.jones@faa.gov

  - a. What is the current FAC-P/PM certification level of the project/program manager? TBD

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12. Has the agency developed and/or promoted cost effective, energy-efficient and environmentally sustainable techniques or practices for this project? Yes
- a. Will this investment include electronic assets (including computers)? Yes
- 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](http://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? Terminal
- c. If "yes," what rating did the PART receive? Adequate
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:
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 | 65.000000 |
| Software | 0.000000  |
| Services | 35.000000 |
| Other    | 0.000000  |
21. If this project produces information dissemination products for the public, are these products published to the N/A

Internet in conformance with OMB Memorandum 05-04 and included in your agency inventory, schedules and priorities?

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

Name: Mauney, Carla  
 Phone Number: Redacted  
 Title: FAA Privacy Officer  
 E-mail: carla.mauney@faa.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? Yes

**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	0	0	0	Redacted	Redacted	Redacted	Redacted	Redacted
Acquisition:	353	5	5	8.5	Redacted	Redacted	Redacted	Redacted	Redacted
Subtotal Planning & Acquisition:	353	5	5	8.5	Redacted	Redacted	Redacted	Redacted	Redacted
Operations & Maintenance:	101.4	29.5	30.3	30.9	Redacted	Redacted	Redacted	Redacted	Redacted
TOTAL:	454.4	34.5	35.3	39.4	Redacted	Redacted	Redacted	Redacted	Redacted
<b>Government FTE Costs should not be included in the amounts provided above.</b>									
Government FTE Costs	30.9	2.2	2.3	2.4	Redacted	Redacted	Redacted	Redacted	Redacted
Number of FTE represented by Costs:	180	10	10	10	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:

**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																

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:

Note 1: DTFAWA-03-C-00071, an umbrella contract, provided Management Support for ATO-T programs, totaling \$114M and \$5.4M for ASWON.

Note2: Summary of Spending shows that F&E funds for the IA between NWS and the FAA is required through 2012. The current IA contract will end in 2010 and a 5 year IA is expected to follow. The 1st IA is the acquisition and procurement of sensor equipment. The 2nd IA does not include EVM because the funding is to pay FTE for the NWS Technicians to maintain the ASOS.

The contract table above shows 5 years of data due to the requirements of the MOA with NWS. FAA F&E funding is required through 2012. The O&M funding includes all 8 programs and is required through 2025. EVM is not required on any ASWON contracts.

The ASWON Program is comprised of 8 projects. In BY09, ASOS P31 is the only project operating on current F&E funding. AWSS, SAWS, ASOS, ADAS, F420, and DAS1 are maintained by the FAA and funded by O&M. The ASOS P31 IA was signed in June 2006 and the contract is managed by NWS. The FAA does not manage the ASOS P31 contract, however EVM implementation using FAA/DOT approved compliance criteria in accordance with the current ANSI/EIA 748 has been developed and is being implemented.

NWS conducts frequent status meetings, which provides updated information regarding schedule and costs. This EVM data is collected and submitted in a monthly report to the FAA. In turn, the EVM data for ASOS P31, AWSS, and SAWS is being reported to the FAA VMO and to ATO-T Management on a monthly basis.

The results of the ASOS P31 Plan of Action and Milestones (POA&M) activities have led the ASWON program team to creating a program management system that supports the implementation of EVM in compliance with the standards and in accordance with FAA/DOT requirements. This program continues the long standing use of Microsoft Project and Excel tools to manage EVM requirements and activities. MS Project is used for task and milestone scheduling and tracking, and evaluating resource loading over time. A detailed integrated master program schedule is maintained that incorporates the prime contractor's weekly performance status reports to ensure all aspects of the program are tracked and controlled.

The ASWON Program is currently being assessed and scored against the ANSI/EIA 748 standards. The overall current EVMS rating is Yellow. ASWON is expected to perform against a fully compliant ANSI/EIA 748 EVM System by 10/2007.

- 3. Do the contracts ensure Section 508 compliance? N/A
  - a. Explain why: In accordance with the FAA's Section 508 Procurement Operating Procedures, none of the Section 508 standards apply to ASWON. All ASWON contracts predate the 21 June 2001 effective date for Section 508 compliance.
- 4. Is there an acquisition plan which has been approved in accordance with agency requirements? Yes
  - a. If "yes," what is the date? 6/29/2006
  - 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](http://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
2003	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of	Backup automated surface weather observation provided by	SAWS availability should not fall below 99%	SAWS availability was 99.925% for the period 10/02 through 09/03

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Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
					delayed flights)	SAWS has an availability of 99%		
2003	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)	ACE-IDS has an availability rate of 99%	ACE-IDS availability should not fall below 99%	ACE-IDS availability was 99.5% for the period 10/02 through 09/04
2003	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)	Automated weather observation provided by ASOS at 571 sites has an availability of 98.0%	ASOS availability does not fall below 98.0%	ASOS availability was 98.6% for the period 10/02 through 09/03.
2003	Safety	Mission and Business Results	Transportation	Air Transportation	Increase Capacity / Weather data availability	11 Service Level "C" Air Traffic Control (ATC) facilities requiring backup automated surface weather observation have the capability	270 Air Traffic Control Facilities to obtain automated surface weather backup capabilities	33 ATC towers out of 59 (59 %) as of 09/30/04 have a backup automated surface weather observation capability
2004	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)	33 Service Level "C" Air Traffic Control (ATC) facilities requiring automated surface weather observation have the capability	270 Air Traffic Control Facilities to obtain automated surface weather backup capabilities	65 ATC towers out of 270 as of 09/30/05 have an automated surface weather observation capability
2004	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)	Backup automated surface weather observation provided by SAWS has an availability of 99%	SAWS availability should not fall below 99%	SAWS availability was 99.925% through 09/04.
2004	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)	65 planned Air Traffic Control (ATC) facilities have the weather reporting capability provided by ACE-IDS	25 Air Traffic Control Facilities with ACE-IDS weather reporting capabilities	90 ATC facilities have the ACE-IDS weather reporting capability
2005	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)	Baseline in 1Q05 for FY02-FY04 the delays associated with marginal weather conditions	Reduce delays by 2% in marginal weather conditions from improved precipitation and wind accuracy	Weather delays are 1% of total aviation operations.
2005	Mobility	Mission and Business Results	Transportation	Air Transportation	Increase Capacity / Weather data availability	Requirement for ASOS Availability = 99%	Increase to 99.1%	99.40%
2005	Mobility	Mission and Business Results	Transportation	Air Transportation	Implement weather condition detection of drizzle and ice pellets	Ability to detect rain and snow is available	Implement detection of drizzle, freezing drizzle, and ice pellets	Only detection of rain and snow have been implemented to date.
2005	Mobility	Mission and Business Results	Transportation	Air Transportation	# of ASOSs with 3 second wind averaging	Wind measurement is a 5-sec average which is not compliant with World Meteorological Organization (WMO) standard of 3-second average	Improve wind measurement to 3-second average to be compliant with World Meteorological Organization standards	Duplication of measurement indicator. This has been deleted.
2005	Mobility	Processes and Activities	Cycle Time and Resource Time	Cycle Time	Data Reliability and Quality	Install 122 SAWS-equipped	At a minimum of 51 of all SAWS-	101 SAWS commissioned to

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Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
					(replace aging F420 wind sensors)	facilities.	equipped facilities, AT managers will assign SAWS as the controllers' primary source of operational winds and altimeter setting data.	date. Providing a back up capability to ASOS at those sites.
2005	Mobility	Processes and Activities	Management and Innovation	Compliance	Compliance (# of ASOS with 3 second wind averaging)	Wind measurement is a 5-sec average	Improve wind measurement accuracy by upgrading to sensor that takes 3-second average	101 of 571 ice free wind sensors have been installed.
2005		Processes and Activities	Productivity and Efficiency	Efficiency	# of displays used per controller per operator position	Current multi-display ATC workstation	Reduce complexity by one display monitor by routing WARP data to ACE-IDS display	No longer an ASWON goal due to the Rebaseline that JRC approved on 6/29/06..
2005	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Productivity (reduced air traffic controller labor to augment ASOS)	At Service Level C facilities, air traffic controllers augment surface weather observations provided by ASOS.	At SAWS-equipped facilities, reduce the instances of controller failure to perform manual augmentation of missing ASOS sensor data to under 5%.	101 SAWS commissioned to date, providing an automated back up capability to ASOS at those sites and thus reducing air traffic controller labor.
2005	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	Operations and Maintenance Costs	\$1313 per dew point sensor per year to maintain	Reduce maintenance costs to: \$150 per dew point sensor per year	Achieved maintenance costs of dew point sensors per year.
2005	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	Operations and Maintenance Costs	\$6.5M per year of telecommunications services used NAS-wide to distribute data to remotely located display heads that are addressable by ACE-IDS	Through introduction of ACE-IDS network, realize an overall savings of \$4 million in FY05	No longer an ASWON goal due to the Rebaseline that JRC approved on 6/29/06.
2005	Mobility	Technology	Reliability and Availability	Availability	System Availability	Backup automated surface weather observation provided by SAWS has an availability of 99%	Do not fall below SAWS availability of 99%.	99.70%
2006	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)	Baseline in 1Q05 for FY02-FY04 the delays associated with marginal weather conditions	Reduce delays by 2% in marginal weather conditions from improved precipitation and wind accuracy.	Weather delays are 1% of total aviation operations.
2006	Mobility	Mission and Business Results	Transportation	Air Transportation	Increase Capacity / Weather data availability	Requirement for Availability = 99%	Sustain increase to 99.1%	ASOS availability is 98.2%
2006	Mobility	Mission and Business Results	Transportation	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets	Ability to detect rain and snow is available	Implement detection of drizzle, freezing drizzle, and ice pellets	Only detection of rain and snow have been implemented to date.
2006	Mobility	Processes and Activities	Cycle Time and Resource Time	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)	Install 122 SAWS-equipped facilities.	At a minimum of 51 SAWS-equipped facilities, AT managers will assign SAWS as	122 SAWS commissioned to date, providing an automated back up capability to

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Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
							the controllers' primary source of operational winds and altimeter setting data.	ASOS at those sites and thus reducing air traffic controller labor.
2006	Mobility	Processes and Activities	Management and Innovation	Compliance	Compliance	Wind measurement is a 5-sec average	Improve wind measurement accuracy by upgrading to sensor that takes 3-second average	290 of 571 ice free wind sensors have been installed.
2006	Mobility	Processes and Activities	Productivity and Efficiency	Efficiency	# of displays used per controller per operator position	Current multi-display ATC work station	Reduce complexity by one display monitor by routing WARP data to ACE-IDS display	No longer an ASWON goal. JRC approved Rebaseline on 6/29/06.
2006	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Productivity	At Service Level C facilities, air traffic controllers augment surface weather observations provided by ASOS.	At SAWS-equipped facilities, reduce the instances of controller failure to perform manual augmentation of missing ASOS sensor data to under 5%.	122 SAWS commissioned to date, providing an automated back up capability to ASOS at those sites and thus reducing air traffic controller labor.
2006	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$1313 per dew point sensor per year to maintain	Reduce maintenance costs to: \$150 per dew point sensor per year	Achieved maintenance costs of dew point sensors per year.
2006	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$6.5M per year of telecommunications services used NAS-wide to distribute data to remotely located display heads that are addressable by ACE-IDS	Through introduction of ACE-IDS network, realize an overall savings of \$4 million in FY05	No longer an ASWON goal. JRC approved Rebaseline on 6/29/06.
2006	Mobility	Technology	Reliability and Availability	Availability	Availability	Backup automated surface weather observation provided by SAWS has an availability of 99%	Do not fall below SAWS availability of 99%.	SAWS availability is 99.7%
2007	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)	Baseline in 1Q05 for FY02-FY04 the delays associated with marginal weather conditions	Reduce delays by 2% in marginal weather conditions from improved precipitation and wind accuracy.	The results for this performance measure will be Avail-able Oct08
2007	Mobility	Mission and Business Results	Transportation	Air Transportation	Increase Capacity / Weather data availability	Requirement for Availability = 99%	Increase to 99.1%	The results for this performance measure will be available Oct 08.
2007	Mobility	Mission and Business Results	Transportation	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets	Ability to detect rain and snow is available	Implement detection of drizzle, freezing drizzle, and ice pellets	The results for this performance measure will be Avail-able Oct08
2007	Mobility	Processes and Activities	Cycle Time and Resource Time	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)	Install 122 SAWS-equipped facilities.	At a minimum of 51 SAWS-equipped facilities, AT managers will assign SAWS as the controllers' primary source of operational winds and	The results for this performance measure will be available Oct 08.



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Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
							altimeter setting data.	
2007	Mobility	Processes and Activities	Management and Innovation	Compliance	Compliance	Wind measurement is a 5-sec average	Improve wind measurement accuracy by upgrading to sensor that takes 3-second average	The results for this performance measure will be available Oct 08.
2007	Mobility	Processes and Activities	Productivity and Efficiency	Efficiency	# of displays used per controller per operator position	Current multi-display ATC workstation	Reduce complexity by one display monitor by routing WARP data to ACE-IDS display	The results for this performance measure will be available Oct 08.
2007	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Productivity	At Service Level C facilities, air traffic controllers augment surface weather observations provided by ASOS.	At SAWS-equipped facilities, reduce the instances of controller failure to perform manual augmentation of missing ASOS sensor data to under 5%.	The results for this performance measure will be available Oct 08.
2007	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$1313 per dew point sensor per year to maintain	Reduce maintenance costs to: \$150 per dew point sensor per year	The results for this performance measure will be available Oct 08.
2007	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$6.5M per year of telecommunications services used NAS-wide to distribute data to remotely located display heads that are addressable by ACE-IDS	Through introduction of ACE-IDS network, realize an overall savings of \$4 million in FY05	The results for this performance measure will be available Oct 08.
2007	Mobility	Technology	Reliability and Availability	Availability	Availability	Backup automated surface weather observation provided by SAWS has an availability of 99%	Do not fall below SAWS availability of 99%.	The results for this performance measure will be available Oct 08.
2008	Mobility	Customer Results	Customer Benefit	Customer Complaints	Customer Burden or Impact / weather-related delays (# of delayed flights)	Baseline in 1Q05 for FY02-FY04 the delays associated with marginal weather conditions	Reduce delays by 2% in marginal weather conditions from improved precipitation and wind accuracy.	The results for this performance measure will be Avail-able Oct09.
2008	Mobility	Mission and Business Results	Transportation	Air Transportation	Increase Capacity / Weather data availability	Requirement for Availability = 99%	Increase to 99.1%	The results for this performance measure will be available Oct 09.
2008	Mobility	Mission and Business Results	Transportation	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets	Ability to detect rain and snow is available	Implement detection of drizzle, freezing drizzle, and ice pellets	The results for this performance measure will be Avail-able Oct09.
2008	Mobility	Processes and Activities	Cycle Time and Resource Time	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)	Install 122 SAWS-equipped facilities.	At a minimum of 51 SAWS-equipped facilities, AT managers will assign SAWS as the controllers' primary source of operational winds and altimeter setting data.	The results for this performance measure will be available Oct 09.
2008	Mobility	Processes and	Management	Compliance	Compliance	Wind	Improve wind	The results for

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Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
		Activities	and Innovation			measurement is a 5-sec average	measurement accuracy by upgrading to sensor that takes 3-second average	this performance measure will be available Oct 09.
2008	Mobility	Processes and Activities	Productivity and Efficiency	Efficiency	# of displays used per controller per operator position	Current multi-display ATC workstation	Reduce complexity by one display monitor by routing WARP data to ACE-IDS display	The results for this performance measure will be available Oct 09.
2008	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Productivity	At Service Level C facilities, air traffic controllers augment surface weather observations provided by ASOS.	At SAWS-equipped facilities, reduce the instances of controller failure to perform manual augmentation of missing ASOS sensor data to under 5%.	The results for this performance measure will be available Oct 09.
2008	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$1313 per dew point sensor per year to maintain	Reduce maintenance costs to: \$150 per dew point sensor per year	The results for this performance measure will be available Oct 09.
2008	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$6.5M per year of telecommunications services used NAS-wide to distribute data to remotely located display heads that are addressable by ACE-IDS	Through introduction of ACE-IDS network, realize an overall savings of \$4 million in FY05	The results for this performance measure will be available Oct 09.
2008	Mobility	Technology	Reliability and Availability	Availability	Availability	Backup automated surface weather observation provided by SAWS has an availability of 99%	Do not fall below SAWS availability of 99%.	The results for this performance measure will be available Oct 09.
2009	Mobility	Customer Results	Customer Benefit	Customer Complaints	Customer Burden or Impact / weather-related delays (# of delayed flights)	Baseline in 1Q05 for FY02-FY04 the delays associated with marginal weather conditions	Reduce delays by 2% in marginal weather conditions from improved precipitation and wind accuracy.	The results for this performance measure will be Avail-able Oct10.
2009	Mobility	Mission and Business Results	Transportation	Air Transportation	Increase Capacity / Weather data availability	Requirement for Availability = 99%	Increase to 99.1%	The results for this performance measure will be Avail-able Oct10.
2009	Mobility	Mission and Business Results	Transportation	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets	Ability to detect rain and snow is available	Implement detection of drizzle, freezing drizzle, and ice pellets	The results for this performance measure will be Avail-able Oct10.
2009	Mobility	Processes and Activities	Cycle Time and Resource Time	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)	Install 122 SAWS-equipped facilities.	At a minimum of 51 SAWS-equipped facilities, AT managers will assign SAWS as the controllers' primary source of operational winds and altimeter setting data.	The results for this performance measure will be Avail-able Oct10.
2009	Mobility	Processes and Activities	Management and Innovation	Compliance	Compliance	Wind measurement is a 5-sec average	Improve wind measurement accuracy by upgrading to	The results for this performance measure will be Avail-able

Exhibit 300: FAAXX013: Automated Surface Observing System / Automated Weather Observing System (ASOS/AWOS) Redacted

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
							sensor that takes 3-second average	Oct10.
2009	Mobility	Processes and Activities	Productivity and Efficiency	Efficiency	# of displays used per controller per operator position	Current multi-display ATC workstation	Reduce complexity by one display monitor by routing WARP data to ACE-IDS display	No longer an ASWON goal due to the Rebaseline that JRC approved on 6/29/06.
2009	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Productivity	At Service Level C facilities, air traffic controllers augment surface weather observations provided by ASOS.	At SAWS-equipped facilities, reduce the instances of controller failure to perform manual augmentation of missing ASOS sensor data to under 5%.	The results for this performance measure will be Available Oct10.
2009	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$1313 per dew point sensor per year to maintain	Reduce maintenance costs to: \$150 per dew point sensor per year	The results for this performance measure will be Available Oct10.
2009	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$6.5M per year of telecommunications services used NAS-wide to distribute data to remotely located display heads that are addressable by ACE-IDS	Through introduction of ACE-IDS network, realize an overall savings of \$4 million in FY05	No longer an ASWON goal due to the Rebaseline that JRC approved on 6/29/06.
2009	Mobility	Technology	Reliability and Availability	Availability	Availability	Backup automated surface weather observation provided by SAWS has an availability of 99%	Do not fall below SAWS availability of 99%.	The results for this performance measure will be Available Oct10.
2010	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)	Baseline in 1Q05 for FY02-FY04 the delays associated with marginal weather conditions	Reduce delays by 2% in marginal weather conditions from improved precipitation and wind accuracy.	The results for this performance measure will be Available Oct11
2010	Mobility	Mission and Business Results	Transportation	Air Transportation	Increase Capacity / Weather data availability	Requirement for Availability = 99%	Increase to 99.1%	The results for this performance measure will be Available Oct11
2010	Mobility	Mission and Business Results	Transportation	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets	Ability to detect rain and snow is available	Implement detection of drizzle, freezing drizzle, and ice pellets	The results for this performance measure will be Available Oct11
2010	Mobility	Processes and Activities	Cycle Time and Resource Time	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)	Install 122 SAWS-equipped facilities.	At a minimum of 51 SAWS-equipped facilities, AT managers will assign SAWS as the controllers' primary source of operational winds and altimeter setting data.	The results for this performance measure will be Available Oct11
2010	Mobility	Processes and Activities	Management and Innovation	Compliance	Compliance	Wind measurement is a 5-sec average	Improve wind measurement accuracy by upgrading to sensor that takes 3-second average	The results for this performance measure will be Available Oct11

Exhibit 300: FAAXX013: Automated Surface Observing System / Automated Weather Observing System (ASOS/AWOS) Redacted

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2010	Mobility	Processes and Activities	Productivity and Efficiency	Efficiency	# of displays used per controller per operator position	Current multi-display ATC workstation	Reduce complexity by one display monitor by routing WARP data to ACE-IDS display	No longer an ASWON goal due to the Rebaseline that JRC approved on 6/29/06.
2010	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Productivity	At Service Level C facilities, air traffic controllers augment surface weather observations provided by ASOS.	At SAWS-equipped facilities, reduce the instances of controller failure to perform manual augmentation of missing ASOS sensor data to under 5%.	The results for this performance measure will be Available Oct11
2010	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$1313 per dew point sensor per year to maintain	Reduce maintenance costs to: \$150 per dew point sensor per year	The results for this performance measure will be Available Oct11
2010	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$6.5M per year of telecommunications services used NAS-wide to distribute data to remotely located display heads that are addressable by ACE-IDS	Through introduction of ACE-IDS network, realize an overall savings of \$4 million in FY05	No longer an ASWON goal due to the Rebaseline that JRC approved on 6/29/06.
2010	Mobility	Technology	Reliability and Availability	Availability	Availability	Backup automated surface weather observation provided by SAWS has an availability of 99%	Do not fall below SAWS availability of 99%.	The results for this performance measure will be Available Oct11
2011	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)	Baseline in 1Q05 for FY02-FY04 the delays associated with marginal weather conditions	Reduce delays by 2% in marginal weather conditions from improved precipitation and wind accuracy.	The results for this performance measure will be Available Oct12
2011	Mobility	Mission and Business Results	Transportation	Air Transportation	Increase Capacity / Weather data availability	Requirement for Availability = 99%	Increase to 99.1%	The results for this performance measure will be Available Oct12
2011	Mobility	Mission and Business Results	Transportation	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets	Ability to detect rain and snow is available	Implement detection of drizzle, freezing drizzle, and ice pellets	The results for this performance measure will be Available Oct12
2011	Mobility	Processes and Activities	Cycle Time and Resource Time	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)	Install 122 SAWS-equipped facilities.	At a minimum of 51 SAWS-equipped facilities, AT managers will assign SAWS as the controllers' primary source of operational winds and altimeter setting data.	The results for this performance measure will be Available Oct12
2011	Mobility	Processes and Activities	Management and Innovation	Compliance	Compliance	Wind measurement is a 5-sec average	Improve wind measurement accuracy by upgrading to sensor that takes 3-second average	The results for this performance measure will be Available Oct12
2011	Mobility	Processes and Activities	Productivity and Efficiency	Efficiency	# of displays used per controller per operator position	Current multi-display ATC workstation	Reduce complexity by one display monitor by	No longer an ASWON goal due to the Rebaseline that

Exhibit 300: FAAXX013: Automated Surface Observing System / Automated Weather Observing System (ASOS/AWOS) Redacted

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
							routing WARP data to ACE-IDS display	JRC approved on 6/29/06.
2011	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Productivity	At Service Level C facilities, air traffic controllers augment surface weather observations provided by ASOS.	At SAWS-equipped facilities, reduce the instances of controller failure to perform manual augmentation of missing ASOS sensor data to under 5%.	The results for this performance measure will be Available Oct12
2011	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$1313 per dew point sensor per year to maintain	Reduce maintenance costs to: \$150 per dew point sensor per year	The results for this performance measure will be Available Oct12
2011	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$6.5M per year of telecommunications services used NAS-wide to distribute data to remotely located display heads that are addressable by ACE-IDS	Through introduction of ACE-IDS network, realize an overall savings of \$4 million in FY05	No longer an ASWON goal due to the Rebaseline that JRC approved on 6/29/06.
2011	Mobility	Technology	Reliability and Availability	Availability	Availability	Backup automated surface weather observation provided by SAWS has an availability of 99%	Do not fall below SAWS availability of 99%.	The results for this performance measure will be Available Oct12
2012	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)	Baseline in 1Q05 for FY02-FY04 the delays associated with marginal weather conditions	Reduce delays by 2% in marginal weather conditions from improved precipitation and wind accuracy.	The results for this performance measure will be Avail-able Oct13
2012	Mobility	Mission and Business Results	Transportation	Air Transportation	Increase Capacity / Weather data availability	Requirement for Availability = 99%	Increase to 99.1%	The results for this performance measure will be Avail-able Oct13
2012	Mobility	Mission and Business Results	Transportation	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets	Ability to detect rain and snow is available	Implement detection of drizzle, freezing drizzle, and ice pellets	The results for this performance measure will be Avail-able Oct13
2012	Mobility	Processes and Activities	Cycle Time and Resource Time	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)	Install 122 SAWS-equipped facilities.	At a minimum of 51 SAWS-equipped facilities, AT managers will assign SAWS as the controllers' primary source of operational winds and altimeter setting data.	The results for this performance measure will be Avail-able Oct13
2012	Mobility	Processes and Activities	Management and Innovation	Compliance	Compliance	Wind measurement is a 5-sec average	Improve wind measurement accuracy by upgrading to sensor that takes 3-second average	The results for this performance measure will be Avail-able Oct13
2012	Mobility	Processes and Activities	Productivity and Efficiency	Efficiency	# of displays used per controller per operator position	Current multi-display ATC work station	Reduce complexity by one display monitor by routing WARP data to ACE-IDS display	No longer an ASWON goal due to the Rebaseline that JRC approved on 6/29/06.

Exhibit 300: FAAXX013: Automated Surface Observing System / Automated Weather Observing System (ASOS/AWOS) Redacted

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2012	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Productivity	At Service Level C facilities, air traffic controllers augment surface weather observations provided by ASOS.	At SAWS-equipped facilities, reduce the instances of controller failure to perform manual augmentation of missing ASOS sensor data to under 5%.	The results for this performance measure will be Available Oct13
2012	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$1313 per dew point sensor per year to maintain	Reduce maintenance costs to: \$150 per dew point sensor per year	The results for this performance measure will be Available Oct13
2012	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$6.5M per year of telecommunications services used NAS-wide to distribute data to remotely located display heads that are addressable by ACE-IDS	Through introduction of ACE-IDS network, realize an overall savings of \$4 million in FY05	No longer an ASWON goal due to the Rebaseline that JRC approved on 6/29/06.
2012	Mobility	Technology	Reliability and Availability	Availability	Availability	Backup automated surface weather observation provided by SAWS has an availability of 99%	Do not fall below SAWS availability of 99%.	The results for this performance measure will be Available Oct13
2013	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Customer Burden or Impact / weather-related delays (# of delayed flights)	Baseline in 1Q05 for FY02-FY04 the delays associated with marginal weather conditions	Reduce delays by 2% in marginal weather conditions from improved precipitation and wind accuracy.	The results for this performance measure will be Avail-able Oct14
2013	Mobility	Mission and Business Results	Transportation	Air Transportation	Increase Capacity / Weather data availability	Requirement for Availability = 99%	Increase to 99.1%	The results for this performance measure will be Avail-able Oct14
2013	Mobility	Mission and Business Results	Transportation	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets	Ability to detect rain and snow is available	Implement detection of drizzle, freezing drizzle, and ice pellets	The results for this performance measure will be Avail-able Oct14
2013	Mobility	Processes and Activities	Cycle Time and Resource Time	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)	Install 122 SAWS-equipped facilities.	At a minimum of 51 SAWS-equipped facilities, AT managers will assign SAWS as the controllers' primary source of operational winds and altimeter setting data.	The results for this performance measure will be Avail-able Oct14
2013	Mobility	Processes and Activities	Management and Innovation	Compliance	Compliance	Wind measurement is a 5-sec average	Improve wind measurement accuracy by upgrading to sensor that takes 3-second average	The results for this performance measure will be Avail-able Oct14
2013	Mobility	Processes and Activities	Productivity and Efficiency	Efficiency	# of displays used per controller per operator position	Current multi-display ATC workstation	Reduce complexity by one display monitor by routing WARP data to ACE-IDS display	No longer an ASWON goal due to the Rebaseline that JRC approved on 6/29/06.
2013	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Productivity	At Service Level C facilities, air traffic controllers augment surface	At SAWS-equipped facilities, reduce the instances of	The results for this performance measure will be Avail-able Oct14

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
						weather observations provided by ASOS.	controller failure to perform manual augmentation of missing ASOS sensor data to under 5%.	
2013	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$1313 per dew point sensor per year to maintain	Reduce maintenance costs to: \$150 per dew point sensor per year	The results for this performance measure will be Avail-able Oct14
2013	Mobility	Technology	Financial (Technology)	Operations and Maintenance Costs	O&M Costs	\$6.5M per year of telecommunications services used NAS-wide to distribute data to remotely located display heads that are addressable by ACE-IDS	Through introduction of ACE-IDS network, realize an overall savings of \$4 million in FY05	No longer an ASWON goal due to the Rebaseline that JRC approved on 6/29/06.
2013	Mobility	Technology	Reliability and Availability	Availability	Availability	Backup automated surface weather observation provided by SAWS has an availability of 99%	Do not fall below SAWS availability of 99%.	The results for this performance measure will be Avail-able Oct14

**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 and integrated into the overall costs of the investment: Yes  
 a. If "yes," provide the "Percentage IT Security" for the budget year: 2.35
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)
Redacted			

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							

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? Yes

a. If "yes," have those weaknesses been incorporated into the agency's plan of action and milestone process? Yes

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.

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
Automated Surface Observing System (ASOS)	No	No	A PIA is not required because the system does not contain, process, or transmit personal identifying information. ASWON is a collection of weather equipment that supports the FAA and National Weather Service(NWS) modernization by automating surface weather observations. ASWON's role is to provide real time, accurate surface weather conditions to pilots, air traffic controllers, other aviation users, and the national weather data network.	No	The system is not a Privacy Act system of records.
Automated Surface Observing System (ASOS) P31	No	No	A PIA is not required because the system does not contain, process, or transmit personal identifying information. ASWON is a collection of weather equipment that supports the FAA and National Weather Service(NWS) modernization by automating surface weather observations. ASWON's role is to provide real time, accurate surface weather conditions to pilots, air traffic controllers, other aviation users, and the national weather data network.	No	The system is not a Privacy Act system of records.
Automated Weather Sensor System (AWSS)	No	No	A PIA is not required because the system does not contain, process, or	No	The system is not a Privacy Act system of records.



**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
			transmit personal identifying information. ASWON is a collection of weather equipment that supports the FAA and National Weather Service(NWS) modernization by automating surface weather observations. ASWON's role is to provide real time, accurate surface weather conditions to pilots, air traffic controllers, other aviation users, and the national weather data network.		
Stand Alone Weather System (SAWS)	No	No	A PIA is not required because the system does not contain, process, or transmit personal identifying information. ASWON is a collection of weather equipment that supports the FAA and National Weather Service(NWS) modernization by automating surface weather observations. ASWON's role is to provide real time, accurate surface weather conditions to pilots, air traffic controllers, other aviation users, and the national weather data network.	No	The system is not a Privacy Act system of records.

**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. Automated Surface Observing System / Automated Weather Observing System (ASOS/AWOS)

b. If "no," please explain why?

3. Is this investment identified in a completed (contains a target architecture) and approved segment architecture? Yes

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

Exhibit 300: FAAXX013: Automated Surface Observing System / Automated Weather Observing System (ASOS/AWOS) Redacted

**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)
Air Traffic Control (ATC) Advisory Weather Advisory Capability	ATC Advisories - Weather information is stored and available either automatically or manually through communication with ATC and other facilities. For example, pilots receive weather advisories from automated surface observing systems and other systems, or from personnel at ATC facilities and aircraft operations centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions, at airports.	Back Office Services	Data Management	Data Exchange			No Reuse	10
Air Traffic Control (ATC) Advisory Weather Advisory Capability	ATC Advisories: Weather information is available either automatically or manually through communication with ATC and other facilities. For example, pilots receive weather advisories from ASOS and other systems, ATC facilities, and airline operations centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions at airports or along the flight path.	Digital Asset Services	Knowledge Management	Knowledge Capture			No Reuse	50
Air Traffic Control (ATC) Advisory Weather Advisory Capability	ATC Advisories: Weather information is available either automatically or manually through communication with ATC and other facilities. For example, pilots receive weather advisories from ASOS and other systems, ATC facilities, and airline operations	Digital Asset Services	Knowledge Management	Knowledge Distribution and Delivery			No Reuse	40

Exhibit 300: FAAXX013: Automated Surface Observing System / Automated Weather Observing System (ASOS/AWOS) Redacted

**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)
	centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions at airports or along the flight path.							

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)
Knowledge Capture	Service Access and Delivery	Access Channels	Other Electronic Channels	Redacted
Knowledge Capture	Service Access and Delivery	Access Channels	Other Electronic Channels	Redacted
Knowledge Distribution and Delivery	Service Access and Delivery	Access Channels	Other Electronic Channels	Redacted
Knowledge Distribution and Delivery	Service Access and Delivery	Access Channels	Other Electronic Channels	Redacted
Data Exchange	Service Access and Delivery	Service Transport	Service Transport	Redacted
Data Exchange	Service Platform and Infrastructure	Database / Storage	Database	Redacted
Data Exchange	Service Platform and Infrastructure	Database / Storage	Storage	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)?

a. If "yes," please describe.

**Exhibit 300: Part II: Planning, Acquisition and Performance Information**

**Section A: Alternatives Analysis (All Capital Assets)**

Part II should be completed only for investments identified as "Planning" or "Full Acquisition," or "Mixed Life-Cycle" investments in response to Question 6 in Part I, Section A above.

In selecting the best capital asset, you should identify and consider at least three viable alternatives, in addition to the current baseline, i.e., the status quo. Use OMB Circular A-94 for all investments and the Clinger Cohen Act of 1996 for IT investments to determine the criteria you should use in your Benefit/Cost Analysis.

1. Did you conduct an alternatives analysis for this project? Yes
  - a. If "yes," provide the date the analysis was completed? 6/1/2006
  - b. If "no," what is the anticipated date this analysis will be completed?
  - c. If no analysis is planned, please briefly explain why:

2. Alternative Analysis Results:			* Costs in millions
Use the results of your alternatives analysis to complete the following table:			
Alternative Analyzed	Description of Alternative	Risk Adjusted Lifecycle Costs estimate	Risk Adjusted Lifecycle Benefits estimate
Redacted			

3. Which alternative was selected by the Agency's Executive/Investment Committee and why was it chosen?

Redacted

4. What specific qualitative benefits will be realized?

Redacted

5. Will the selected alternative replace a legacy system in-part or in-whole? No

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.

b. If "yes," please provide the following information:

List of Legacy Investment or Systems		
Name of the Legacy Investment of Systems	UPI if available	Date of the System Retirement

**Section B: Risk Management (All Capital Assets)**

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? 8/23/2007
  - b. Has the Risk Management Plan been significantly changed since last year's submission to OMB? No
- c. If "yes," describe any significant changes:

Risk mitigation activities are performed as defined in the RSKMP. A Plan of Action and Milestones (POA&M) is established that identifies the roles and responsibilities, resources, schedule, and milestones required to reduce the risk level and mitigate the identified risks.

The ASWON Risk Management process adheres to guidelines outlined within the FAA Acquisition Management System (AMS) and the FAA integrated Capability Maturity Model (FAA-ICMM). However, a certain degree of tailoring has been applied to the aforementioned methodologies in order to address unique characteristics of ASWON, in terms of its current phase within the system lifecycle, its staffing profile, its relationship with external support organizations, and budgetary constraints imposed upon the program. Based on these considerations, the ASWON Risk Management process has evolved into an effective means for identifying, categorizing, cataloging, and mitigating those risks that might pose a threat to the successful achievement of

The ASWON programs did not identify security as a risk due to the fact that SAWS and AWSS are near completion, and ASOS P3I is a sensor replacement on a system. Any security and/or privacy risks that may result is an on-going assessment will be managed by NAS CCB and/or FAA/NWS CCB for implementation into the established program while complying with the RSKMP and identified on the Risk Register.

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?

3. Briefly describe how investment risks are reflected in the life cycle cost estimate and investment schedule:

ASOS P3I cost estimates started in FY07 due to a rebaseline. The FAA standard WBS was utilized to model the costs. Then-Year risk-adjusted costs were obtained by applying OMB and FAA-approved inflation indices provided in the ACE-IT cost estimating model to constant-year (BY06) risk-adjusted costs. The risk-adjusted costs were derived by using Monte Carlo simulations within the Crystal Ball risk analysis software, based on risk ranges. The total lifecycle cost without risk adjustments is \$588,212; total lifecycle cost with risk adjustment for FY07 and beyond is \$622,566. F&E costs for early production and testing units and vendor quotes were used to estimate hardware procurement costs. A 10% historical sparing factor was used to estimate spares. NWS provided estimates for each site. Current staffing levels and rates were used to generate Program Office Support costs. Common Infrastructure and Management costs were calculated based on historical annual costs and coordinated between the FAA and NWS. O&M costs were assumed to be identical across all alternatives. An FAA Cost/Benefit Analysis determined the benefits derived from the EPI and ceilometer upgrade was \$223M. NWS performs FAA ASOS Site Maintenance, Logistics & 2nd Level Engineering Support, and Training. The FAA reimburses the NWS based on a per system annual cost established under the I.A. Thus, In-Service Management costs were limited to four WBS Elements: Program Support, Logistics Support, Utilities, and Telco Costs. FAA Program Support was based on actual and anticipated staffing levels provided by ATO-W NAS Support Group and calculated using the standard labor and benefits rates. Logistics support costs were estimated using the per system cost established under the IA. Engineering assessments and standard cost inputs for power consumption were used to estimate utilities. Actual telco costs provided by FTI were used to project future telco costs. SAWS and AWSS experienced delays and were not completed in FY06. SAWS was due to new tower construction delays. One AWSS site installation was delayed due to hurricane Katrina rebuild efforts and a new dedicated circuit requirement from the FTI and were mitigated using the RMP. The FTI requirement resulted in less than a \$10,000 increase. Both AWSS and SAWS program risks are continuously reviewed by ATO-T and AJW-14 for actions. ASWON has no significant security risks, but if a risk(s) is identified, it will follow the RMP.

### **Section C: Cost and Schedule Performance (All Capital Assets)**

EVM is required only on DME portions of investments. For mixed lifecycle investments, O&M milestones should still be included in the table (Comparison of Initial Baseline and Current Approved Baseline). This table should accurately reflect the milestones in the initial baseline, as well as milestones in the current baseline.

- 1. Does the earned value management system meet the criteria in ANSI/EIA Standard-748? No
- 2. Is the CV% or SV% greater than +/- 10%? (CV%= CV/EV x 100; SV%= SV/PV x 100) No
  - a. If "yes," was it the CV or SV or both?
  - b. If "yes," explain the causes of the variance:
  - c. If "yes," describe the corrective actions:
- 3. Has the investment re-baselined during the past fiscal year? No
  - a. If "yes," when was it approved by the agency head?

Exhibit 300: FAAXX013: Automated Surface Observing System / Automated Weather Observing System (ASOS/AWOS) Redacted

4. Comparison of Initial Baseline and Current Approved Baseline										
Complete the following table to compare actual performance against the current performance baseline and to the initial performance baseline. In the Current Baseline section, for all milestones listed, you should provide both the baseline and actual completion dates (e.g., "03/23/2003"/ "04/28/2004") and the baseline and actual total costs (in \$ Millions). In the event that a milestone is not found in both the initial and current baseline, leave the associated cells blank. Note that the 'Description of Milestone' and 'Percent Complete' fields are required. Indicate '0' for any milestone no longer active.										
Milestone Number	Description of Milestone	Initial Baseline		Current Baseline				Current Baseline Variance		Percent Complete
		Planned Completion Date (mm/dd/yyyy)	Total Cost (\$M) Estimated	Completion Date (mm/dd/yyyy)		Total Cost (\$M)		Schedule (# days)	Cost (\$M)	
				Planned	Actual	Planned	Actual			
Redacted										