

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: FAAXX705 - Traffic Flow Management (TFM)
5. Unique Project (Investment) Identifier: (For IT investment only, see section 53. For all other, use agency ID system.) 021-12-01-11-01-1180-00
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? FY2006
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 Traffic Flow Management (TFM) system is the nation's single source for capturing and distributing detailed air traffic information to the aviation community for coordinating air traffic. When severe weather, congestion and/or outages impact the National Airspace System (NAS), TFM provides timely flight data to all stakeholders and traffic management specialists to revise flight schedules and minimize system delays.

TFM is:
?Distributed across 81 FAA facilities and 41 external sites;
?Hub site is the data exchange access point for essential data exchange with airlines, General Aviation, Homeland Security, DoD, and international service providers;
?Source of travel data to the public (via web-based technology)

This investment has two components:
1) TFM Modernization (TFM-M) replaces the aging TFM Infrastructure introduced in the early 1980s with an open system architecture, and
2) Collaborative Air Traffic Management Technologies (CATMT) provides new functions and enhanced capabilities via software releases to improve NAS traffic flow prediction and overall system capacity. The FAA JRC approved capabilities to be funded in this baseline identified as CATMT Work Package (WP)1. This 300 now includes the initial planning information for the next CATMT useful segment (more capabilities to help further reduce performance gap), WP2.

This investment 1) provides more accurate forecasting of NAS operational system capacity and demand forecasting, 2) improves the evaluation of proposed traffic management initiatives, and 3) increases vital information dissemination to reduce inefficient and inequitable delays. Also, CATMT enhances our ability to collect data for performance measurement and metrics reporting.

TFM supports the FAA goals of making traffic flow more efficient by reducing the following performance gaps:
?Bad weather, congestion, and system outages causing unnecessary delays
?Current limited ability to react to dynamically changing conditions thus restricting our ability to use available system capacity efficiently
?Obsolete technology cannot handle customer preferences
?Limited ability to capture performance data to support process improvement
?The current system is at the end of its service life

DOT Goal: Reduced Congestion
FAA Goal: NAS Capacity

CPIC Status:

? FAA JRC Baseline Approval - August 1, 2005
? TFM status - mixed life cycle (h/w tech refresh completed 9/2005, TFMM & WP1 are in DME, WP2 is in planning)
9. Did the Agency's Executive/Investment Committee approve this request? Yes
 - a. If "yes," what was the date of this approval? 8/1/2005
10. Did the Project Manager review this Exhibit? Yes
11. Contact information of Project Manager?

Name: Novak, Mark
Phone Number: Redacted
Email: mark.novak@faa.gov

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

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.) Yes

a. If "yes," does this investment address a weakness found during a PART review? No

b. If "yes," what is the name of the PARTed program? FAA Air Traffic Services

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 3

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) Yes

19. Is this a financial management system? No

a. If "yes," does this investment address a FFMIA compliance area?

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	7.000000
Software	69.000000
Services	24.000000
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 Mauney, Carla

Phone Number Redacted
 Title 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:	8	0	0	3	Redacted	Redacted	Redacted	Redacted	Redacted
Acquisition:	120.092	76.7	88.3	84.9	Redacted	Redacted	Redacted	Redacted	Redacted
Subtotal Planning & Acquisition:	128.092	76.7	88.3	87.9	Redacted	Redacted	Redacted	Redacted	Redacted
Operations & Maintenance:	49.047	27.64	26.363	15.64	Redacted	Redacted	Redacted	Redacted	Redacted
TOTAL:	177.139	104.34	114.663	103.54	Redacted	Redacted	Redacted	Redacted	Redacted
Government FTE Costs should not be included in the amounts provided above.									
Government FTE Costs	10.7341	8.6033	6.1423	10.621	Redacted	Redacted	Redacted	Redacted	Redacted
Number of FTE represented by Costs:	22	57	64	46	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? Yes
 a. If "yes," How many and in what year? With the new scope added via CATMT WP2, it is possible that other programs may need to add additional FTE resources as personnel are retained to work WP2 rather than being freed up for other activities. WP2 will be holding over approximately 42 FTEs per year through FY2013.
 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.

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:

TFM conducts total program EVM (including prime and support contractors and FTEs) using formal EVM data where mandated by contract and informal data sources (invoices and personnel records) for all other information to assure that the total EVM shows the true program status. This process has been validated by an independent EVM review and TFM received a green rating. To date, TFM has completed all five of the FY06 POAM milestones agreed to with OMB.

The Non-EVM contract vehicles are primarily Time and Materials contracts. All work performed using T&M arrangements will be defined by Task Orders prior to the performance of any work by a contractor. Each Task Order Request issued by the CO will contain: 1) a detailed description of the work/services to be performed; 2) a milestone/performance schedule; 3) identification of all deliverables to include quantities and delivery date(s); 4) a statement of the priority of the task as related to other tasks and/or projects, and 5) the due date for the Task Order Proposal. The useful segments in Part 2 Section C include a risk-adjusted planned level-of-effort for tasking performed under the T&M contracts. Monthly contractor expenditures and schedule updates (invoices) are used to ensure proper progress. These various contract types allow the government to provide an incentive to the contractor in critical cost intensive areas to meet project costs while meeting performance and schedule goals.

Status reviews are conducted monthly to ensure progress against goals. Part of the overall strategy has always been break the individual statements of work into small manageable portions so that if a contractor does not perform, that contractor will be replaced, with minor impact to the TFM effort. Additionally TFM is recompeting its contracts with METRON and KenRob to ensure that the government receives the best value for its dollar.

The last 10 percent of the effort is for government support contractors. These are Level-of-Effort (LOE) contracts/tasks orders in support of the government activities required to complete the program. These support activities are LOE to allow for the greatest contract flexibility in adjusting contractor support skill types, for the least cost, as the TFMM program evolves from development to implementation to maintenance. The support and prime contractors' activities are linked in the Program Integrated Schedule to ensure consistency of purpose. ISP is being updated for the WP2 JRC.

3. Do the contracts ensure Section 508 compliance?

Yes

a. Explain why:

In accordance with FAA's Section 508 Procurement SOPs, the following Section 508 standards apply to TFM and comply with each applicable standard.

1194.21 Software applications and operating systems

1194.22 Web-based information or applications

1194.23 Telecommunication products

1194.26 Desktop and portable computers

1194-31 Functional Performance Criteria

1194-41 Information, Documentation and Support

Also, the TFM Program ensures Section 508 compliance via the TFM SOW & SSD.

4. Is there an acquisition plan which has been approved in accordance with agency requirements?

Yes

a. If "yes," what is the date?

7/27/2007

b. If "no," will an acquisition plan be developed?

Yes

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
2005	Mobility	Customer Results	Customer Benefit	Customer Retention	Number of external customers	FY05: 41 external customers	Maintain the current level of 41 external customers	Completed, No external customers lost as of September 30, 2005.
2005	Mobility	Mission and Business Results	Transportation	Air Transportation	System availability	Current TFM system	Maintain current availability	Completed on Schedule, June

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
						availability is 99%	during enhancement activities in FY05	2005 while maintaining at least 99% availability.
2005	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Software productivity per build cycle (six months)	Current ability of TFM system to support incremental development, by providing current services during enhancement activities	Maintain 2 software deliveries during FY05	Completed second delivery, on Schedule, June 2005, without loss of any current capabilities.
2005	Mobility	Processes and Activities	Quality	Complaints	Complaints from traffic managers, track via complaints to the Helpdesk.	Currently receive complaints regarding the distortion when moving within the Traffic Situation Display (TSD).	Reduce TSD distortion by September 2007.	Completed early in June 2005. No complaints received regarding TSD distortion in FY06 & FY07. This metric will no longer be tracked, unless a new requirement is identified.
2005	Mobility	Technology	Information and Data	Data Reliability and Quality	Extent to which data or information is current	Current K570 servers, placed in service in 1997, constrain both information currency in operational environment and design enhancement feasibilities.	Increase server processing speed 60-fold and enable continuing ETMS enhancements by Sept 2005.	Completed on Schedule, June 2005. Server processing speed is now at least 60 times greater than old system
2006	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (on time = -5 to +15 min.) during Ground Delay Programs (GDPs).	FY05: 53.6% of aircraft were compliant (-5 to +15 minutes) within arrival standard	Increase arrival compliance (where compliant = -5 to +15 min.) by 3% over FY2005 baseline by 2010. When this is reflected in \$\$ saved using current operating costs, it is estimated to be \$50M-\$120M per year in aviation community savings.	FY06: 53.3% Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2006	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs	FY05: 60.5%	Increase departure compliance (+/- 5 min.) by 3% over FY2005 baseline by 2010. When this is reflected in \$\$ saved using current operating costs, it is estimated to be \$50M-\$120M per year in aviation community savings.	FY06: 61.4% Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2006	Mobility	Customer Results	Customer Benefit	Customer Retention	Number of external customers	FY05: 41 external customers	Maintain	Maintained 41 external customers through Sept 2006
2006	Mobility	Mission and Business Results	Transportation	Air Transportation	System availability	Current TFM system availability is 99%	Maintain current availability during enhancement activities in FY06	Completed on Schedule, Sep 2006. System availability did not drop below 99% during this fiscal year.
2006	Mobility	Processes and	Productivity and	Productivity	Software	Current ability of	Maintain 2	Completed early

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
		Activities	Efficiency		productivity per build cycle (six months)	TFM system to support incremental development.	software deliveries during FY06	In June 2006 with the delivery of ETMS V8.2. Both FY2006 drops were completed without negative impacts on the system.
2006	Mobility	Processes and Activities	Quality	Complaints	Complaints from traffic managers, track via complaints to the Helpdesk.	Currently receive complaints regarding the distortion when moving within the Traffic Situation Display (TSD).	Reduce TSD distortion by September 2007	Completed early in June 2005. No complaints have been received regarding TSD distortion in FY2006 or through June 2007.
2006	Mobility	Technology	Information and Data	Data Reliability and Quality	Extent to which data or information is current	Reduce processing turnaround time by leveraging increased server processing speed.	Decrease process turnaround time	Completed early in June 2005 with updated servers.
2007	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)	FY05: 1.8 percent. (Total inequitable delay equals 591K minutes). The FY05 baseline has changed from the previously reported 2.2% due to an update in the calculation methodology.	Reduce by 2.5 percent of the FY2005 baseline by 2010	FY07: 1.2% using the updated calculation methodology. Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2007	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs	FY05: 62.7% The FY05 baseline has changed from the previously reported 60.5% due to an update to the methodology.	Increase departure compliance (+/- 5 min.) by 3% over FY2005 baseline by 2010	FY07: 59.7% using the updated calculation methodology. Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2007	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Number of Congestion related diversions	FY2006: 15K	Decrease by 5% by FY 2010	FY2007 15K. Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2007	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Fraction of flights with airbourne delays > 20 minutes	FY 2006: 2.6%	Decrease by 1% of Fy 2006 baseline by FY 2010	FY2007 2.7%. Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2007	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs (GDPs)	FY2005 56.8% The FY05 baseline has changed from the previously reported 53.6% due to an update to the methodology.	Increase arrival compliance during GDP by 3% over FY2005 baseline by 2010	FY2007 54.1% Using the updated calculation methodology. Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2007	Mobility	Customer	Customer	Customer	Number of	FY05: 41	Maintain	Maintained 41

Exhibit 300: FAAXX705 - Traffic Flow Management (TFM) Redacted 1-25-2008

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
		Results	Benefit	Retention	external customers	external customers		external customers through FY2007.
2007	Mobility	Mission and Business Results	Transportation	Air Transportation	Number of Unnecessarily delayed flights during SWAP	FY05: 4.1K Note: The original baseline number 10,996 flights for FY05 has been revised due to a correction in the algorithm used to identify unnecessarily delayed flights.	Reduce number of unnecessarily delayed aircraft during SWAP by 2.5 percent by 2010	FY2007 1.7K
2007	Mobility	Mission and Business Results	Transportation	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).	FY05: 20.6 minutes The FY05 baseline has changed from the previously reported 24.2 minutes due to an update to the methodology.	Decrease additional departure delay by 1 percent over FY2005 baseline by 2010	FY2007 20.5 minutes using the updated calculation methodology. Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2007	Mobility	Mission and Business Results	Transportation	Air Transportation	System availability	Current TFM system availability is 99%	Maintain current availability during enhancement activities in FY07	FY2007 system availability was over 99%.
2007	Mobility	Mission and Business Results	Transportation	Air Transportation	Slot utilization during GDPs	FY05: 97.0%	Increase slot utilization during GDPs by 2.5% of FY 2005 baseline by 2010	FY2007 97.1% Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2007	Mobility	Mission and Business Results	Transportation	Air Transportation	Delivery rate during GDP	FY2006: 92.4%	Increase delivery rate during GDPs by 2.5% of FY2006 baseline by 2010	FY2007 90.8% Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2007	Mobility	Processes and Activities	Management and Innovation	Innovation and Improvement	Identify, notify and impact only those specific flights affected by demand-capacity imbalance through a specific en-route region. Avoid destination airport centric GDP.	Current system only allows GDPs based on destination airport. There is no capability to identify affected flights based upon an en-route region.	Establish capability.	Completed early in June06 as part of the Airspace Flow Program contained in the Spring FY2006 CATMT drop.
2007	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Software productivity per build cycle (six months)	Current ability of TFM system to support incremental development.	Maintain 2 software deliveries during FY07	FY2007 3 software deliveries were made.
2007	Mobility	Technology	Quality	Functionality	Accuracy and utility of Predictive Modeling (Departure Time Variation 120 min prior to departure)	FY05: 14.4 min	Reduce departure time prediction error in the 1 to 2 hour timeframe by 2010	FY2007 15.2 minutes.
2007	Mobility	Technology	Quality	Functionality	Ability of TFM to receive surface data	FY06: 2 sites	Establish capability	Initial capability deployed early to two airports in FY06.. Expect to add two additional airports in FY07.

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2007	Mobility	Technology	Quality	Functionality	Develop and Deploy new Airspace Flow Management technologies	No capability currently exists	Deploy initial Airspace Flow Program by Sept.07	Completed early in June06 as part of the Airspace Flow Program contained in the Spring FY2006 CATMT drop.
2008	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs	FY05: 60.5%	Increase departure compliance (+/- 5 min.) by 3% over FY2005 baseline. (3% based on # of aircraft) by 2010	Final report to summarize progress will be available - Dec.08 Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2008	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)	FY05: 2.2 percent. (Total inequitable delay equals 591K minutes)	Reduce by 2.5 percent of the FY2005 baseline by 2010	Yearly reports to summarize progress will be available - Dec.08 Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2008	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Number of Congestion-Related Diversions	FY2006: 15K	Decrease FY2006 baseline by 5% by 2010	Annual result available by Nov 08
2008	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes	FY2006 2.6%	Decrease by 1% of 2006 baseline by 2010	Annual result available by Nov 08
2008	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)	FY2005: 53.6%	Increase arrival compliance during GDP by 3% over baseline by 2010.	Annual result available by Nov 08
2008	Mobility	Customer Results	Customer Benefit	Customer Retention	Number of external customers	FY05: 41 external customers	Maintain 41 external customers	Sept/08
2008	Mobility	Mission and Business Results	Transportation	Air Transportation	Number of Unnecessarily delayed Aircraft during SWAP	FY05: 4.1K Note: The original baseline number 10,996 flights for FY05 has been revised due to a correction in the algorithm used to identify unnecessarily delayed flights.	Reduce number of unnecessarily delayed aircraft during SWAP by 2.5 percent by 2010	Yearly reports to summarize progress will be available - Dec.08 Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2008	Mobility	Mission and Business Results	Transportation	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).	FY05: 24.2 minutes	Decrease additional departure delay by 1% over FY2005 baseline by 2010	Yearly reports to summarize progress will be available - Dec.08 Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2008	Mobility	Mission and Business Results	Transportation	Air Transportation	System availability	Current TFM system availability is 99%	Maintain current availability during enhancement activities in FY08	Sept/08

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2008	Mobility	Mission and Business Results	Transportation	Air Transportation	Slot utilization during GDPs	FY05: 97.0% Determine baseline by end of FY07.	Increase slot utilization during GDPs by 1.0% of FY07 baseline by 2010.	Yearly reports to summarize progress will be available – Dec.08 Performance improvements will not be fully realized until all components of Work Package 1 are deployed by FY2010
2008	Mobility	Mission and Business Results	Transportation	Air Transportation	Delivery rate during GDP	FY2006: 92.4%	Increase delivery rate during GDPs by 2.5% of FY2006 baseline by 2010	Annual result available by Nov 08
2008	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Software productivity per build cycle (six months)	Current ability of TFM system to support incremental development.	Maintain 2 software deliveries during FY08	Sept/08
2008	Mobility	Technology	Information and Data	Internal Data Sharing	Number of airports sharing surface data with TFM	FY06: 2 sites	Increase by 2010	Yearly reports to summarize progress will be available – Dec.08
2008	Mobility	Technology	Quality	Functionality	Accuracy and utility of Predictive Modeling (Departure Time Variation 120 min prior to departure)	FY05: 14.4 min	Reduce departure time prediction error in the 1 to 2 hour timeframe by 2010	Yearly reports to summarize progress will be available – Dec.08
2009	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)	FY05: 2.2 percent. (Total inequitable delay equals 591K minutes)	Reduce by 2.5 percent of the FY2005 baseline by 2010	Yearly reports to summarize progress will be available – Dec.09
2009	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs	FY05: 60.5%	Increase departure compliance (+/- 5 min.) by 3% over FY2005 baseline. (3% based on # of aircraft) by 2010	Yearly reports to summarize progress will be available – Dec.09
2009	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Number of congestion related diversions	FY2006 15K	Decrease by 5% by 2010	Annual result available by Nov 09
2009	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes	FY2006: 2.6%	Decrease by 1% of FY2006 baseline by 2010	Annual result available by Nov 09
2009	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)	FY2005: 53.6%	Increase arrival compliance during GDP by 3% over FY2005 baseline by 2010.	Annual result available by Nov 09
2009	Mobility	Customer Results	Customer Benefit	Customer Retention	Number of external customers	FY05: 41 external sites	Maintain number of external customers	Sept/09
2009	Mobility	Mission and Business Results	Transportation	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP	FY05: 4.1K Note: The original baseline number 10,996 flights for FY05 has been revised due to a correction in the algorithm used to identify unnecessarily	Reduce number of unnecessarily delayed aircraft during SWAP by 2.5 percent by 2010	Yearly reports to summarize progress will be available – Dec.09

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
						delayed flights..		
2009	Mobility	Mission and Business Results	Transportation	Air Transportation	System availability	Current TFM system availability is 99%	Maintain current availability during enhancement activities in FY08	Sept/09
2009	Mobility	Mission and Business Results	Transportation	Air Transportation	Slot utilization during GDPs	FY05: 97.0% Determine baseline by end of FY07.	Increase slot utilization during GDPs by 1.0% of FY07 baseline by 2010.	Yearly reports to summarize progress will be available – Dec.09
2009	Mobility	Mission and Business Results	Transportation	Air Transportation	Delivery rate during GDP	FY2006: 92.4%	Increase delivery rate during GDPs by 2.5% of FY2006 baseline by FY 2010	Annual results available Nov 2009
2009	Mobility	Mission and Business Results	Transportation	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).	FY2005: 24.2 minutes	Decrease additional departure delay by 1% over FY2005 baseline by 2010	Yearly reports to summarize progress will be available – Dec.09
2009	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Software productivity per build cycle (six months)	Current ability of TFM system to support incremental development.	Maintain 2 software deliveries during FY09	Sept/09
2009	Mobility	Technology	Information and Data	Internal Data Sharing	Number of airports sharing surface data with TFM	FY05: No current capability	Increase by 2010	Yearly reports to summarize progress will be available – Dec.09
2009	Mobility	Technology	Quality	Functionality	Accuracy and utility of Predictive Modeling (Departure Time Variation 120 min prior to departure)	FY05: 14.4 min	Reduce departure time prediction error in the 1 to 2 hour timeframe by 2010	Yearly reports to summarize progress will be available – Dec.09
2010		Customer Results	Customer Benefit	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)	FY05: 2.2 percent. (Total inequitable delay equals 591K minutes)	Reduce by 2.5 percent of the FY2005 baseline by 2010	Annual results available Nov 2010
2010	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Number of congestion related diversions	FY2006 15K	Decrease FY2006 baseline by 5% by 2010	Annual results available Nov 2010
2010	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes	FY2006: 2.6%	Decrease FY2006 baseline by 1% by 2010	Annual results available Nov 2010
2010	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)	FY2005: 53.6%	Increase arrival compliance during GDP by 3% over FY2005 baseline by 2010.	Annual results available Nov 2010
2010	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs	FY2005: 60.5%	Increase departure compliance (+/- 5 min.) by 3% over FY2005 baseline. (3% based on # of aircraft) by 2010	Annual results available Nov 2010
2010	Mobility	Customer Results	Customer Benefit	Customer Retention	Number of external customers	FY06: 41 external customers	Maintain number of external customers	Annual results available Sept 2010
2010	Mobility	Mission and	Transportation	Air	System	Current TFM	Maintain current	Annual results

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
		Business Results		Transportation	availability	system availability is 99%	availability during enhancement activities in FY2010	available Sept 2010
2010	Mobility	Mission and Business Results	Transportation	Air Transportation	Slot utilization during GDPs	FY05: 97%	Increase slot utilization during GDPs by 2.5% of the FY 2005 baseline by FY 2010	Annual results available Nov 2010
2010	Mobility	Mission and Business Results	Transportation	Air Transportation	Delivery rate during GDP	FY2006: 92.4%	Increase delivery rate during GDPs by 2.5% of FY2006 baseline by FY 2010	Annual results available Nov 2010
2010	Mobility	Mission and Business Results	Transportation	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).	FY2005: 24.2 minutes	Decrease additional departure delay by 1% over FY2005 baseline by 2010	Annual results available Nov 2010
2010	Mobility	Mission and Business Results	Transportation	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP	FY05: 4.1K Note: The original baseline number 10,996 flights for FY05 has been revised due to a correction in the algorithm used to identify unnecessarily delayed flights..	Reduce number of unnecessarily delayed aircraft during SWAP by 2.5 percent by 2010	Annual results available Nov 2010
2010	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Software productivity per build cycle (six months)	Current ability of TFM system to support incremental development	Maintain 2 software deliveries during FY2010	Annual results available Sep 2010
2010	Mobility	Technology	Information and Data	Internal Data Sharing	Number of airports sharing surface data with TFM	FY06: 2 sites	Increase by 2010	Annual results available Nov 2010
2011	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Number of congestion related diversions	FY2010: TBD Nov 2010 This is the goal for the current planning segment for WP2. The investment analysis will be complete in early Jan 2008, and will be included in the FY2010 Ex 300.	Reduce number of congestion related diversions in accordance with WP2 business case being developed for FY2008 baseline	Annual results available Nov 2011
2011	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes	FY2010: TBD Nov 2010 This is the goal for the current planning segment for WP2. The investment analysis will be complete in early Jan 2008, and will be included in the FY2010 Ex 300.	Reduce fraction of flights with airborne delays > 20 minutes in accordance with WP2 business case being developed for FY2008 baseline	Annual results available Nov 2011
2011	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)	FY2010: TBD Nov 2010 This is the goal for the current planning segment for WP2. The investment analysis will be complete in early Jan 2008,	Increase arrival compliance during GDP in accordance with WP2 business case being developed for FY2008 baseline	Annual results available Nov 2011

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
						and will be included in the FY2010 Ex 300.		
2011	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)	FY2010: TBD Nov 2010 This is the goal for the current planning segment for WP2. The investment analysis will be complete in early Jan 2008, and will be included in the FY2010 Ex 300.	Reduce fraction of flights with inequitable delays in accordance with WP2 business case being developed for FY2008 WP 2 baseline	Annual results available Nov 2011
2011	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs	FY2010: TBD Nov 2010 This is the goal for the current planning segment for WP2. The investment analysis will be complete in early Jan 2008, and will be included in the FY2010 Ex 300.	Increase departure compliance during GDP in accordance with WP2 business case being developed for FY2008 baseline	Annual results available Nov 2011
2011	Mobility	Customer Results	Customer Benefit	Customer Retention	Number of external customers	FY2005: 41 external sites	Maintain number of external customers	Annual results available Sep 2011
2011	Mobility	Mission and Business Results	Transportation	Air Transportation	System availability	Current TFM system availability is 99%	Maintain current availability during planned enhancement activities in FY2011	Annual results available Sep 2011
2011	Mobility	Mission and Business Results	Transportation	Air Transportation	Slot utilization during GDPs	FY2010: TBD This is the goal for the current planning segment for WP2. The investment analysis will be complete in early Jan 2008, and will be included in the FY2010 Ex 300.	Maintain improvement realized through FY2010	Annual results available Nov 2011
2011	Mobility	Mission and Business Results	Transportation	Air Transportation	Delivery rate during GDP	FY2010: TBD Nov 2010 This is the goal for the current planning segment for WP2. The investment analysis will be complete in early Jan 2008, and will be included in the FY2010 Ex 300.	Increase delivery rate in accordance with WP2 business case being developed for FY2008 baseline	Annual results available Nov 2011
2011	Mobility	Mission and Business Results	Transportation	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP	FY2010: TBD Nov 2010 This is the goal for the current planning segment for WP2. The investment analysis will be complete in early Jan 2008, and will be included in the FY2010 Ex 300.	Reduce number of unnecessarily delayed aircraft during SWAP in accordance with WP2 business case being developed for FY2008 baseline	Annual results available Nov 2011
2011	Mobility	Mission and Business Results	Transportation	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5	FY2010: TBD Nov 2010 This is the goal for the current planning segment for WP2. The investment	Decrease additional departure delay in accordance with WP2 business case being developed	Annual results available Nov 2011

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
					min.) during Ground Delay Programs (GDPs).	analysis will be complete in early Jan 2008, and will be included in the FY2010 Ex 300.	for FY2008 baseline	
2011	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Software productivity per build cycle (six months)	Current ability of TFM system to support incremental development	Maintain 2 planned software deliveries during FY2011	Annual results available Sep 2011
2011	Mobility	Technology	Information and Data	Internal Data Sharing	Number of airports sharing surface data with TFM	FY2006: 2 sites	Increase over FY2010 level	Annual results available Nov 2011
2012	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)	FY2010: TBD Nov 2010	Reduce fraction of flights with inequitable delays in accordance with WP2 business case being developed for FY2008 WP 2 baseline	Annual results available Nov 2012
2012	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes	FY2010: TBD Nov 2010	Reduce fraction of flights with airborne delays > 20 minutes in accordance with WP2 business case being developed for FY2008 baseline	Annual results available Nov 2012
2012	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)	FY2010: TBD Nov 2010	Increase arrival compliance during GDP in accordance with WP2 business case being developed for FY2008 baseline	Annual results available Nov 2012
2012	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Number of congestion related diversions	FY2010: TBD Nov 2010	Reduce number of congestion related diversions in accordance with WP2 business case being developed for FY2008 baseline	Annual results available Nov 2012
2012	Mobility	Customer Results	Customer Benefit	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs	FY2010: TBD Nov 2010	Increase departure compliance during GDP in accordance with WP2 business case being developed for FY2008 baseline	Annual results available Nov 2012
2012	Mobility	Customer Results	Customer Benefit	Customer Retention	Number of external customers	FY2005: 41 external sites	Maintain number of external customers	Annual results available Sep 2012
2012	Mobility	Mission and Business Results	Transportation	Air Transportation	System availability	Current TFM system availability is 99%	Maintain current availability during planned enhancement activities in FY2011	Annual results available Sep 2012
2012	Mobility	Mission and Business Results	Transportation	Air Transportation	Slot utilization during GDPs	FY2010: TBD	Maintain improvement realized through FY2010	Annual results available Nov 2012
2012	Mobility	Mission and Business Results	Transportation	Air Transportation	Delivery rate during GDP	FY2010: TBD Nov 2010	Increase delivery rate in accordance with WP2 business case being developed for FY2008 baseline	Annual results available Nov 2012
2012	Mobility	Mission and Business Results	Transportation	Air Transportation	Average additional departure delay	FY2010: TBD Nov 2010	Decrease additional departure delay	Annual results available Nov 2012

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
					for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).		in accordance with WP2 business case being developed for FY2008 baseline	
2012	Mobility	Mission and Business Results	Transportation	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP	FY2010: TBD Nov 2010	Reduce number of unnecessarily delayed aircraft during SWAP in accordance with WP2 business case being developed for FY2008 baseline	Annual results available Nov 2012
2012	Mobility	Processes and Activities	Productivity and Efficiency	Productivity	Software productivity per build cycle (six months)	Current ability of TFM system to support incremental development	Maintain 2 planned software deliveries during FY2011	Annual results available Sep 2012
2012	Mobility	Technology	Information and Data	Internal Data Sharing	Number of airports sharing surface data with TFM	FY2006: 2 sites	Increase over FY2010 level	Annual results available Nov 2012

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: 2.01
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.

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
TFMS	Yes	No	No, because this system does not contain, process or transmit personal identifying information and a PIA is not required to be completed at this time.	No	No, because the system is not a Privacy Act Systems of Records
Traffic Flow Management-Infrastructure (TFM-I), also known as Enhanced Traffic Management System (ETMS) is the existing system.	No	No	No, because this system does not contain (has no provision to either input or collect personal/privacy data), process or transmit personally identifiable information and a PIA has not been required to be completed. Since its inception, TFM-I has not contained or transmitted any personal/privacy act information.	No	No, because the system is not a Privacy Act Systems 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? Yes

Strategy?

a. If "yes," provide the investment name as identified in the Transition Strategy provided in the agency's most recent annual EA Assessment.

Traffic Flow Management (TFM) discussed on pages 158-159 of the DOT EA Transition Strategy dated February 2007.

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. Traffic Flow Management

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)
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Business Analytical Services	Analysis and Statistics	Mathematical			No Reuse	5
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Business Analytical Services	Analysis and Statistics	Mathematical			No Reuse	5
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-	Business Analytical Services	Business Intelligence	Decision Support and Planning			No Reuse	5

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)
	hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)							
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Business Analytical Services	Business Intelligence	Decision Support and Planning			No Reuse	5
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user	Business Analytical Services	Business Intelligence	Demand Forecasting / Mgmt			No Reuse	5

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)
	preferences. (NAS TM Synchronization)							
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Business Analytical Services	Business Intelligence	Demand Forecasting / Mgmt			No Reuse	5
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Business Analytical Services	Knowledge Discovery	Data Mining			No Reuse	5
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints	Business Analytical Services	Knowledge Discovery	Data Mining			No Reuse	5

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)
	and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)							
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Business Analytical Services	Knowledge Discovery	Modeling			No Reuse	5
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Business Analytical Services	Knowledge Discovery	Modeling			No Reuse	5
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify	Business Analytical Services	Knowledge Discovery	Simulation			No Reuse	5

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)
	periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)							
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Business Analytical Services	Knowledge Discovery	Simulation			No Reuse	5
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Customer Services	Customer Initiated Assistance	Scheduling			No Reuse	5
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes	Customer Services	Customer Initiated Assistance	Scheduling			No Reuse	5

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)
	National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)							
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Customer Services	Customer Relationship Management	Partner Relationship Management			No Reuse	5
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences.	Customer Services	Customer Relationship Management	Partner Relationship Management			No Reuse	5

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)
	(NAS TM Synchronization)							
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency, specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)	Digital Asset Services	Knowledge Management	Information Sharing			No Reuse	5
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Digital Asset Services	Knowledge Management	Information Sharing			No Reuse	5
Flight Day Management - TM Strategic Flow	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with NAS capacity projections for the current day to identify periods and locations where predicted demand exceeds predicted capacity. To maximize efficiency,	Digital Asset Services	Knowledge Management	Knowledge Distribution and Delivery			No Reuse	5

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)
	specific responses are developed and implemented through collaboration across the NAS. (NAS- TM Strategic Flow)							
Airborne - TM Synchronization	Airborne synchronization, or spacing and sequencing of air traffic, safely maximizes National Airspace System efficiency and capacity throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS TM Synchronization)	Digital Asset Services	Knowledge Management	Knowledge Distribution and Delivery			No Reuse	5

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)
Scheduling	Component Framework	Business Logic	Platform Independent	Redacted
Partner Relationship Management	Component Framework	Business Logic	Platform Independent	Redacted
Knowledge Distribution and Delivery	Component Framework	Business Logic	Platform Independent	Redacted
Mathematical	Component Framework	Business Logic	Platform Independent	Redacted
Data Mining	Component Framework	Business Logic	Platform Independent	Redacted
Modeling	Component Framework	Business Logic	Platform Independent	Redacted
Simulation	Component Framework	Business Logic	Platform Independent	Redacted
Demand Forecasting / Mgmt	Component Framework	Business Logic	Platform Independent	Redacted
Decision Support and Planning	Component Framework	Business Logic	Platform Independent	Redacted
Scheduling	Component Framework	Presentation / Interface	Content Rendering	Redacted
Partner Relationship Management	Component Framework	Security	Supporting Security Services	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)
Knowledge Distribution and Delivery	Component Framework	Security	Supporting Security Services	Redacted
Partner Relationship Management	Service Access and Delivery	Access Channels	Other Electronic Channels	Redacted
Knowledge Distribution and Delivery	Service Access and Delivery	Access Channels	Other Electronic Channels	Redacted
Partner Relationship Management	Service Access and Delivery	Delivery Channels	Virtual Private Network (VPN)	Redacted
Knowledge Distribution and Delivery	Service Access and Delivery	Delivery Channels	Virtual Private Network (VPN)	Redacted
Scheduling	Service Access and Delivery	Service Requirements	Legislative / Compliance	Redacted
Partner Relationship Management	Service Access and Delivery	Service Requirements	Legislative / Compliance	Redacted
Information Sharing	Service Access and Delivery	Service Requirements	Legislative / Compliance	Redacted
Knowledge Distribution and Delivery	Service Access and Delivery	Service Requirements	Legislative / Compliance	Redacted
Mathematical	Service Access and Delivery	Service Requirements	Legislative / Compliance	Redacted
Data Mining	Service Access and Delivery	Service Requirements	Legislative / Compliance	Redacted
Modeling	Service Access and Delivery	Service Requirements	Legislative / Compliance	Redacted
Simulation	Service Access and Delivery	Service Requirements	Legislative / Compliance	Redacted
Demand Forecasting / Mgmt	Service Access and Delivery	Service Requirements	Legislative / Compliance	Redacted
Decision Support and Planning	Service Access and Delivery	Service Requirements	Legislative / Compliance	Redacted
Partner Relationship Management	Service Access and Delivery	Service Transport	Service Transport	Redacted
Scheduling	Service Access and Delivery	Service Transport	Service Transport	Redacted
Information Sharing	Service Access and Delivery	Service Transport	Service Transport	Redacted
Knowledge Distribution and Delivery	Service Access and Delivery	Service Transport	Service Transport	Redacted
Partner Relationship Management	Service Interface and Integration	Interoperability	Data Transformation	Redacted
Scheduling	Service Interface and Integration	Interoperability	Data Transformation	Redacted
Knowledge Distribution and Delivery	Service Interface and Integration	Interoperability	Data Transformation	Redacted
Information Sharing	Service Platform and Infrastructure	Database / Storage	Database	Redacted
Partner Relationship Management	Service Platform and Infrastructure	Database / Storage	Database	Redacted
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Database / Storage	Database	Redacted
Partner Relationship Management	Service Platform and Infrastructure	Database / Storage	Storage	Redacted
Information Sharing	Service Platform and Infrastructure	Database / Storage	Storage	Redacted
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Database / Storage	Storage	Redacted
Partner Relationship Management	Service Platform and Infrastructure	Hardware / Infrastructure	Embedded Technology Devices	Redacted
Scheduling	Service Platform and Infrastructure	Hardware / Infrastructure	Embedded Technology Devices	Redacted
Information Sharing	Service Platform and Infrastructure	Hardware / Infrastructure	Embedded Technology Devices	Redacted
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Hardware / Infrastructure	Embedded Technology Devices	Redacted
Scheduling	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Redacted
Partner Relationship Management	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Redacted
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Redacted
Mathematical	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Redacted
Data Mining	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Redacted
Modeling	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Redacted
Simulation	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Redacted
Demand Forecasting / Mgmt	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Redacted
Decision Support and Planning	Service Platform and	Hardware / Infrastructure	Local Area Network (LAN)	Redacted

Exhibit 300: FAAXX705 - Traffic Flow Management (TFM) Redacted 1-25-2008

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)
	Infrastructure			
Scheduling	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Redacted
Information Sharing	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Redacted
Partner Relationship Management	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Redacted
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Redacted
Scheduling	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	Redacted
Information Sharing	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	Redacted
Partner Relationship Management	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	Redacted
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	Redacted
Scheduling	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	Redacted
Mathematical	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	Redacted
Data Mining	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	Redacted
Modeling	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	Redacted
Simulation	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	Redacted
Demand Forecasting / Mgmt	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	Redacted
Decision Support and Planning	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	Redacted
Scheduling	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Redacted
Mathematical	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Redacted
Data Mining	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Redacted
Modeling	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Redacted
Simulation	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Redacted
Demand Forecasting / Mgmt	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Redacted
Decision Support and Planning	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Redacted
Scheduling	Service Platform and Infrastructure	Support Platforms	Platform Independent	Redacted
Information Sharing	Service Platform and Infrastructure	Support Platforms	Platform Independent	Redacted
Partner Relationship Management	Service Platform and Infrastructure	Support Platforms	Platform Independent	Redacted
Knowledge Distribution and Delivery	Service Platform and Infrastructure	Support Platforms	Platform Independent	Redacted
Mathematical	Service Platform and Infrastructure	Support Platforms	Platform Independent	Redacted
Data Mining	Service Platform and Infrastructure	Support Platforms	Platform Independent	Redacted
Modeling	Service Platform and Infrastructure	Support Platforms	Platform Independent	Redacted
Simulation	Service Platform and Infrastructure	Support Platforms	Platform Independent	Redacted
Demand Forecasting / Mgmt	Service Platform and Infrastructure	Support Platforms	Platform Independent	Redacted
Decision Support and Planning	Service Platform and Infrastructure	Support Platforms	Platform Independent	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 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? 8/1/2005
 - 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? This 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? 8/15/2007
 - b. Has the Risk Management Plan been significantly changed since last year's submission to OMB? Yes
 - c. If "yes," describe any significant changes:

Per the process described in the TFM Risk Management (RM) Plan, the risk matrix is captured/maintained in the FAA Risk Radar program. This database contains all active risks as well as archives for all retired risks and their associated mitigation plans. Every month (2nd Tuesday) the TFM RM Team meets to discuss current status, mitigation plan updates, closures, and newly identified risks. The RM Plan itself is reviewed and updated annually. The TFM RM program recently passed two audits. One by internal TFM QA and the other by the ATO Best Practices team. Currently there are 10 active risks, of which 1 is Red. 14 risks have been retired since 01/2006.

As a part of the Risk Management and EVM process, an IBR was undertaken (7/12-7/13 2007) on the TFMM Replan contract modification to ensure all known risks were accounted for and appropriately dealt with in the revised plan. The government IBR

team determined that the contractor had sufficient risk built into the contract mod to successfully complete the replan effort on time, within budget and delivering the the required system performance.

Additionally, as the CATMT WP2 planning segment moves forward, TFM will identify, log, and track any new risks associated with WP 2. While this new useful segment is in planning, these newly identified risks will be used to aid in the cost estimate, schedule development, and ISAP review. When a baseline increment is approved by the JRC next year, a full IBR will be undertaken to validate the additional scope.

Finally, in the most recent PART review, while the FAA NAS PART did identify some weaknesses, TFM was not identified as a specific weakness, and therefore did not require any new risks or remediations due to the PART Review.

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:

Per the process described in the TFM Risk Management (RM) Plan, the risk matrix is captured/maintained in the FAA Risk Radar program. This database contains all active risks as well as archives for all retired risks and their associated mitigation plans. Every month (2nd Tuesday) the TFM RM Team meets to discuss current status, mitigation plan updates, closures, and newly identified risks. The RM Plan itself is reviewed and updated annually. The TFM RM program recently passed two audits. One by internal TFM QA and the other by the ATO Best Practices team. Currently there are 12 active risks, of which 2 are Red. 11 risks have been retired since 01/2006.

The Crystal Ball software tool was used to adjust the individual point estimate for both costs and benefits (based on the known estimate uncertainties) to an 80/20 level of confidence in order to accommodate the risks involved in this program and estimates. Additionally, the program master schedule was risk adjusted to an 80/20 level of confidence using the uncertainties involved in the program plan. The net impact of this analysis was to add approximately \$29.229M into the acquisition cost estimate to reach an 80/20 level of confidence based upon the program uncertainties and approximately 8 extra months into the program scheduled completion dates. Per the FAA guidance in force at the time of the JRC 2B decision, the risk funds were embedded in the program estimate (80/20 level of confidence), however this is effectively the program's management reserve as is evident from our current 1.24 CPI value. It is expected that as exigencies arise, the CPI will go down as funds are "moved" to needed tasks.

In the most recent PART review, TFM was not identified as a specific weakness, and therefore did not require any remediations due to the PART Review.

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? Yes
2. Is the CV% or SV% greater than +/- 10%? (CV%= CV/EV x 100; SV%= SV/PV x 100) Yes
 - a. If "yes," was it the CV or SV or both? CV
 - b. If "yes," explain the causes of the variance:

The current CV % is +16.09 indicating that TFM has received earned value in excess of the actual cost. When the TFM baseline was estimated, the allocation of requirements to software builds had not been finalized resulting in a simplifying assumption of equal complexity across the entire effort. In the execution phase, the requirements were allocated progressively resulting in smaller initial builds with complexity increasing in the later builds. The mismatch between the equal complexity assumption and progressive complexity reality results in the current high level of cost performance. Our current analysis of the program predicts that performance will trend downward approaching a near 1.0 level as the reverse imbalance is encountered in future builds (more complexity and size than budgeted). Additionally, during this period the TFMM Release 1 activity was completed ahead of time and well below budget due to an overestimation of the design phase complexity. This is a short term phenomenon only, current projection show the Release 2 design activity is more complex than estimated and we will use the Release 1 Design overestimation to accomodate the Release 2 underestimation. This factor has come down almost 1 percent over the last month and this trend is expected to continue as the more difficult work is performed.

Given that TFM expects the currently high CPI index to trend down to approximately 1.00, we have decided to remain with an estimate at completion of \$560.3M vs the much lower estimates from the CPI based EAC equations.

- c. If "yes," describe the corrective actions:

At this time no corrective actions are being taken, as our analysis indicates this is a near term effect only, and that the current extremely high level of performance will trend downward to a more equal level. TFM will continue to monitor this metric monthly to see if the expected downtrend does occur.

Additionally, by carefully reviewing the monthly EVM reports, the TFM management team identified that the prime contractor on the TFMM effort was having difficulty maintaining its team's schedule performance. This was due to an underestimation by the contractor of the effort complexity and an overestimation of its own productivity. The management team initiated a TFMM Replan initiative with the TFMM prime contractor which was primarily focused on breaking the work packages into more finite/discrete work packages and has revised the contract type into a performance based incentive fee basis. The net result was a contract modification changing the effort to an incentive fee, it did not require an increase in cost, the effort is planned to complete within the original risk adjusted schedule, and most of the programmatic risks are now shifted onto the contractor. An IBR was completed on this replan effort on June 12, 2007 with the conclusion that the contractor's system should complete on time, at or below budget, and deliver a fully capable system.

Also, the CATMT WP 2 efforts will be completely covered using the TFM EVM process, which was rated Green by the FAA internal assessment team. Once a baseline has been established for WP2, an IBR will be conducted within 60 days of the new contract award, and WP2 will be added into the monthly TFM EVM report.

3. Has the investment re-baselined during the past fiscal year? No

a. If "yes," when was it approved by the agency head?

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 'O' 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										