

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: FAAXX712 - Next Generation Air Transportation System (NextGen)
5. Unique Project (Investment) Identifier: (For IT investment only, see section 53. For all other, use agency ID system.) 021-12-01-14-01-1020-00
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.) Multi-Agency Collaboration
7. What was the first budget year this investment was submitted to OMB? FY2009

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 NextGen Exhibit 300 is submitted for the first time this year and as a multi-agency initiative, it is in the planning stage.

Today's air traffic control system relies on ground-based communications, navigation and surveillance services that can no longer be scaled upward to handle growing demand. The JPDO and NextGen are the spearhead of the federal response to this challenge, which calls for fundamental changes in the concepts, roles and responsibilities guiding the nation's air traffic system.

The complex network that is the U.S. air transportation system requires a comprehensive set of services able to deliver benefits along several distinct metrics. The NextGen focus on serving growing user demand means that the central performance metric is NAS capacity, represented by system activity that can be served without taking the system and its users beyond a specified degree of tolerable delay, or feasible throughput. Without new capacity enabled by NextGen transformation, the NAS will soon be unable to serve anticipated demand without imposing unacceptably high levels of delay and congestion on users. NextGen's closing of this performance gap has been analyzed using NAS simulation tools that estimate system throughput and delay under alternative performance features.

NAS users, especially scheduled services, require reliable ATM services in a broad range of weather conditions. Capacity enhancements must therefore be effective in all but the most severe of weather conditions if the system is to remain robust. NextGen information management and decision support tools can improve system capacity specifically in convective or other inclement weather conditions.

Providing new capacity is not in itself sufficient to close NAS performance gaps. There are requirements in other areas that must simultaneously be met. Foremost among these is the system's safety of operations, which can be achieved through modeling, analysis and mitigation of anticipated safety hazards. Satisfying environmental requirements is another challenge for continued aviation system growth, and JPDO research, tools and procedures will enable continued growth that does not impose unacceptable costs on the natural environment. A third essential feature of successful capacity growth is the security of the future system, which will be achieved through research by JPDO and DHS toward deploying a layered and adaptive security approach that is integrated within NextGen

9. Did the Agency's Executive/Investment Committee approve this request? Yes
- a. If "yes," what was the date of this approval? 9/10/2007
10. Did the Project Manager review this Exhibit? Yes
11. Contact information of Project Manager?
- Name Leader, Charles
- Phone Number Redacted
- Email charles.leader@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? Yes

If "yes," check all that apply: R and D Investment Criteria

a. Briefly and specifically describe for each selected how this asset directly supports the identified initiative(s)? (e.g. If E-Gov is selected, is it an approved shared service provider or the managing partner?)

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

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

b. If "yes," what is the name of the PARTed program? 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) (5) No Project manager has yet been assigned to 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 80.000000

Software 10.000000

Services 5.000000

Other 5.000000

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? N/A

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:	0	0	67.4	279.6	Redacted	Redacted	Redacted	Redacted	Redacted
Acquisition:	0	0	132.2	351.5	Redacted	Redacted	Redacted	Redacted	Redacted
Subtotal Planning & Acquisition:	0	0	199.6	631.1	Redacted	Redacted	Redacted	Redacted	Redacted
Operations & Maintenance:	0	0	1.849	3.15	Redacted	Redacted	Redacted	Redacted	Redacted
TOTAL:	0	0	201.449	634.25	Redacted	Redacted	Redacted	Redacted	Redacted
Government FTE Costs should not be included in the amounts provided above.									
Government FTE Costs	0	0	14.499	14.935	Redacted	Redacted	Redacted	Redacted	Redacted
Number of FTE represented by Costs:	0	0	96	91	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?

NextGen is in the planning stage. It is premature to estimate the FTEs required to support NextGen. Subsequent Exhibit 300s will include more comprehensive estimates.

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:

Refer to supplemental information.

3. Do the contracts ensure Section 508 compliance? Yes

a. Explain why: Refer to supplemental information.

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

a. If "yes," what is the date? 6/7/2006

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

1. If "no," briefly explain why:

Section D: Performance Information (All Capital Assets)

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

Agencies must use the following table to report performance goals and measures for the major investment and use the Federal Enterprise Architecture (FEA) Performance Reference Model (PRM). Map all Measurement Indicators to the corresponding "Measurement Area" and "Measurement Grouping" identified in the PRM. There should be at least one Measurement Indicator for each of the four different Measurement Areas (for each fiscal year). The PRM is available at www.egov.gov. 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
2009	Environmental Stewardship	Customer Results	Service Quality	Accuracy of Service or Product Delivered	Projected percent reduction in number of people exposed to >65 dB DNL	Baseline values are being validated as part of NextGen planning activities	Target value is being determined as part of NextGen planning activities	TBD
2009	Reduced Congestion	Mission and Business Results	Transportation	Air Transportation	Projected percent on-time arrivals with traffic volume scaled to meet demand (up to 3X current volume)	Baseline values are being validated as part of NextGen planning activities	Target value is being determined as part of NextGen planning activities	TBD
2009	Reduced Congestion	Technology	Efficiency	Accessibility	(ADS-B Program Measure) Expansion of Broadcast Services: % of GA NAS-wide operations inside FIS-B and TIS-B coverage areas	Coverage area contains 24% of NAS-wide GA operations	Coverage area contains 59% of NAS-wide GA operations	01/01/2010
2010	Environmental Stewardship	Customer Results	Service Quality	Accuracy of Service or Product Delivered	Projected percent reduction in number of people exposed to >65 dB DNL	Baseline values are being validated as part of NextGen planning activities	Target value is being determined as part of NextGen planning activities	TBD
2010	Reduced Congestion	Mission and Business Results	Transportation	Air Transportation	Projected percent on-time arrivals with traffic volume scaled to meet demand (up to 3X current volume)	Baseline values are being validated as part of NextGen planning activities	Target value is being determined as part of NextGen planning activities	TBD
2011	Environmental Stewardship	Customer Results	Service Quality	Accuracy of Service or Product Delivered	Projected percent reduction in number of people exposed to >65 dB DNL	Baseline values are being validated as part of NextGen planning activities	Target value is being determined as part of NextGen planning activities	TBD

Performance Information Table								
Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2011	Reduced Congestion	Mission and Business Results	Transportation	Air Transportation	Projected percent on-time arrivals with traffic volume scaled to meet demand (up to 3X current volume)	Baseline values are being validated as part of NextGen planning activities	Target value is being determined as part of NextGen planning activities	TBD
2012	Environmental Stewardship	Customer Results	Service Quality	Accuracy of Service or Product Delivered	Projected percent reduction in number of people exposed to >65 dB DNL	Baseline values are being validated as part of NextGen planning activities	Target value is being determined as part of NextGen planning activities	TBD
2012	Reduced Congestion	Mission and Business Results	Transportation	Air Transportation	Projected percent on-time arrivals with traffic volume scaled to meet demand (up to 3X current volume)	Baseline values are being validated as part of NextGen planning activities	Target value is being determined as part of NextGen planning activities	TBD
2013	Environmental Stewardship	Customer Results	Service Quality	Accuracy of Service or Product Delivered	Projected percent reduction in number of people exposed to >65 dB DNL	Baseline values are being validated as part of NextGen planning activities	Target value is being determined as part of NextGen planning activities	TBD
2013	Reduced Congestion	Mission and Business Results	Transportation	Air Transportation	Projected percent on-time arrivals with traffic volume scaled to meet demand (up to 3X current volume)	Baseline values are being validated as part of NextGen planning activities	Target value is being determined as part of NextGen planning activities	TBD
2013	Reduced Congestion	Processes and Activities	Cycle Time and Resource Time	Cycle Time	Projected percent reduction of average curb-to-curb travel time	Baseline values are being validated as part of NextGen planning activities	Target value is being determined as part of NextGen planning activities	TBD

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

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

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

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

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

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

1. Have the IT security costs for the system(s) been identified Yes and integrated into the overall costs of the investment:
 - a. If "yes," provide the "Percentage IT Security" for the 1.50 budget year:

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
ADS-B AAL Capstone	No	No	The system does not contain, process, or transmit personal identifying information.	No	The system is not a Privacy Act system of records.
ADS-B NAS-Wide Surveillance and Broadcast Services System	Yes	No	The system does not contain, process, or transmit personal identifying information.	No	The system is not a Privacy Act system of records.
ADS-B Prototype: Broadcast Services System (Atlantic City Control Facility)	No	No	The system does not contain, process, or transmit personal identifying information.	No	The system is not a Privacy Act system of records.
NAS Voice Switch	Yes	No	Because the system does not contain, proceses, or transmit personal identifying information.	No	Because the system is not a Privacy Act system of records.
SWIM Lab (evaluation)	Yes	No	No, the system does not contain, process, or transmit personal identifying information.	No	No, the system is not a Privacy Act system of records.
SWIM Lab (planning)	Yes	No	No, the system does not contain, process, or transmit personal identifying information.	No	No, the system is not a Privacy Act system of records.

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

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

In order to successfully address this area of the capital asset plan and business case, the investment must be included in the agency's EA and Capital Planning and Investment Control (CPIC) process and mapped to and supporting the FEA. The business case must demonstrate the relationship between the investment and the business, performance, data, services, application, and technology layers of the agency's EA.

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

a. If "no," please explain why?

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

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

b. If "no," please explain why?

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

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

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)
TM Strategic Flow - Flight Day Management	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with projections of NAS capacity for the current day and identify periods and locations where predicted demand exceeds predicted capacity. Specific responses to maximize efficiency are developed and implemented through collaboration across the NAS.	Back Office Services	Data Management	Data Exchange			No Reuse	4
ATC Advisory - Weather Advisories Capability	Weather information is available either automatically or manually through communication with ATC and other facilities. For example, pilots receive weather advisories from automated surface observing systems and other systems, ATC facilities, and aircraft operations	Back Office Services	Data Management	Data Exchange			No Reuse	3

Exhibit 300: FAAXX712 - Next Generation Air Transportation System (NextGen) Redacted 1-25-2008

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

Agency Component Name	Agency Component Description	FEA SRM Service Domain	FEA SRM Service Type	FEA SRM Component (a)	Service Component Reused Name (b)	Service Component Reused UPI (b)	Internal or External Reuse? (c)	BY Funding Percentage (d)
	centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions at airports or along a flight path.							
ATC Separation Assurance	The separation assurance service ensures that aircraft maintain a safe distance from other aircraft, terrain, obstacles, and certain airspace not designated for routine air travel. Separation assurance involves the application of separation standards to ensure safety. Standards are defined for aircraft operating in different environments.	Back Office Services	Data Management	Data Exchange			No Reuse	3
ATC-Advisory	Air traffic control and other facilities provide advice and information to assist pilots in the safe conduct of flight and aircraft movement. These advisories include providing weather information, traffic, and NAS status information to pilots, flight planners, and the general public. These advisories and information are either directed to a specific location or broadcast to any user in the area.	Back Office Services	Data Management	Data Exchange			No Reuse	3
TM Strategic Flow - Flight Day Management	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with projections of NAS capacity for the current day and identify periods and locations where	Back Office Services	Data Management	Meta Data Management			No Reuse	3

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	predicted demand exceeds predicted capacity. Specific responses to maximize efficiency are developed and implemented through collaboration across the NAS.							
ATC Advisory - Weather Advisories Capability	Weather information is available either automatically or manually through communication with ATC and other facilities. For example, pilots receive weather advisories from automated surface observing systems and other systems, ATC facilities, and aircraft operations centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions at airports or along a flight path.	Back Office Services	Data Management	Meta Data Management			No Reuse	3
TM Strategic Flow - Flight Day Management	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with projections of NAS capacity for the current day and identify periods and locations where predicted demand exceeds predicted capacity. Specific responses to maximize efficiency are developed and implemented through collaboration across the NAS.	Back Office Services	Development and Integration	Data Integration			No Reuse	3
ATC Advisory - NAS Status Advisory	Information about NAS status that has changed or was not readily available during flight planning is provided to in-flight aircraft.	Back Office Services	Development and Integration	Data Integration			No Reuse	3

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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)
	This includes updates concerning the operational status of airspace, airports, nav aids, in-flight or ground hazards, traffic management directives, and other information that is essential to the safety and efficiency of aircraft.							
ATC Advisory - Weather Advisories Capability	Weather information is available either automatically or manually through communication with ATC and other facilities. For example, pilots receive weather advisories from automated surface observing systems and other systems, ATC facilities, and aircraft operations centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions at airports or along a flight path.	Back Office Services	Development and Integration	Data Integration			No Reuse	3
TM Strategic Flow - Flight Day Management	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with projections of NAS capacity for the current day and identify periods and locations where predicted demand exceeds predicted capacity. Specific responses to maximize efficiency are developed and implemented through collaboration across the NAS.	Back Office Services	Development and Integration	Enterprise Application Integration			No Reuse	3
ATC Advisory - NAS Status	Information about NAS	Back Office Services	Development and Integration	Enterprise Application			No Reuse	3

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Advisory	status that has changed or was not readily available during flight planning is provided to in-flight aircraft. This includes updates concerning the operational status of airspace, airports, nav aids, in-flight or ground hazards, traffic management directives, and other information that is essential to the safety and efficiency of aircraft.			Integration				
ATC Advisory - Weather Advisories Capability	Weather information is available either automatically or manually through communication with ATC and other facilities. For example, pilots receive weather advisories from automated surface observing systems and other systems, ATC facilities, and aircraft operations centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions at airports or along a flight path.	Back Office Services	Development and Integration	Enterprise Application Integration			No Reuse	3
Aircraft-to-Aircraft Separation (ATC-Separation Assurance):	Aircraft are separated from other known aircraft in the terminal, en route, and oceanic environments. Separation assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance or altitude from other known aircraft. Standards are defined for	Business Analytical Services	Visualization	Mapping / Geospatial / Elevation / GPS			No Reuse	3

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	aircraft based on aircraft type, size, equipment, and for operating in different environments. (NAS ATC-Separation Assurance):							
Aircraft-Terrain-Obstacles (ATC-Separation Assurance)	Aircraft are separated from terrain and obstacles using published safety zones and processing position and intent information. Aircraft positions are derived from navigational systems, surveillance information, visual orientation, and position reports to ensure an aircraft's trajectory maintains a minimum safe distance from ground, mountainous terrain, and man-made obstacles. (NAS ATC-Separation Assurance)	Business Analytical Services	Visualization	Mapping / Geospatial / Elevation / GPS			No Reuse	3
Traffic Advisory (ATC-Advisory Services)	Traffic advisories are provided to alert aircraft to potential conflicts with others on the surface or in-flight. For example, traffic advisories are provided to aircraft or other flight objects that are in the proximity of hot air/gas balloons, missile launches, or other potential hazards. Traffic advisories for aircraft on the surface include the number, type, position, and intent of the ground traffic. (NAS ATC-Advisory Services)	Business Analytical Services	Visualization	Mapping / Geospatial / Elevation / GPS			No Reuse	3
Weather Advisories Capability (ATC-Advisory Services)	ATC Advisories - Weather information is available either automatically or manually through	Business Analytical Services	Visualization	Mapping / Geospatial / Elevation / GPS			No Reuse	3

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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)
	communication with ATC and other facilities. For example, pilots receive weather advisories from automated surface observing systems and other systems, ATC facilities, and aircraft operations centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions at airports or along a flight path. (NAS ATC-Advisory Services)							
TM Strategic Flow - Flight Day Management	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with projections of NAS capacity for the current day and identify periods and locations where predicted demand exceeds predicted capacity. Specific responses to maximize efficiency are developed and implemented through collaboration across the NAS.	Digital Asset Services	Knowledge Management	Information Sharing			No Reuse	3
ATC Advisory - NAS Status Advisory	Information about NAS status that has changed or was not readily available during flight planning is provided to in-flight aircraft. This includes updates concerning the operational status of airspace, airports, nav aids, in-flight or ground hazards, traffic management directives, and other information that is essential to the safety and	Digital Asset Services	Knowledge Management	Information Sharing			No Reuse	3

Exhibit 300: FAAXX712 - Next Generation Air Transportation System (NextGen) Redacted 1-25-2008

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)
	efficiency of aircraft.							
ATC Advisory - Weather Advisories Capability	Weather information is available either automatically or manually through communication with ATC and other facilities. For example, pilots receive weather advisories from automated surface observing systems and other systems, ATC facilities, and aircraft operations centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions at airports or along a flight path.	Digital Asset Services	Knowledge Management	Information Sharing			No Reuse	3
ATC Advisory - Weather Advisories Capability	Weather information is available either automatically or manually through communication with ATC and other facilities. For example, pilots receive weather advisories from automated surface observing systems and other systems, ATC facilities, and aircraft operations centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions at airports or along a flight path.	Digital Asset Services	Knowledge Management	Knowledge Capture			No Reuse	3
TM Strategic Flow - Flight Day Management	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with projections of NAS capacity for the current day and identify periods and	Digital Asset Services	Knowledge Management	Knowledge Capture			No Reuse	3

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)
	locations where predicted demand exceeds predicted capacity. Specific responses to maximize efficiency are developed and implemented through collaboration across the NAS.							
TM Strategic Flow - Flight Day Management	Flight day traffic management optimizes NAS traffic flow for the current 24-hour period. Demand profiles are compared with projections of NAS capacity for the current day and identify periods and locations where predicted demand exceeds predicted capacity. Specific responses to maximize efficiency are developed and implemented through collaboration across the NAS.	Digital Asset Services	Knowledge Management	Knowledge Distribution and Delivery			No Reuse	3
ATC Advisory - NAS Status Advisory	Information about NAS status that has changed or was not readily available during flight planning is provided to in-flight aircraft. This includes updates concerning the operational status of airspace, airports, nav aids, in-flight or ground hazards, traffic management directives, and other information that is essential to the safety and efficiency of aircraft.	Digital Asset Services	Knowledge Management	Knowledge Distribution and Delivery			No Reuse	3
ATC Advisory - Weather Advisories Capability	Weather information is available either automatically or manually through communication with ATC and other facilities. For example, pilots receive	Digital Asset Services	Knowledge Management	Knowledge Distribution and Delivery			No Reuse	3

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)
	weather advisories from automated surface observing systems and other systems, ATC facilities, and aircraft operations centers (AOCs). Advisories provide both routine and hazardous weather information and/or flight conditions at airports or along a flight path.							
TM Synchronization	Traffic synchronization supports expeditious flight for the large number of aircraft using the NAS during any given period of time. NAS processes operate to maximize efficiency and capacity in response to weather, NAS infrastructure, runway availability or other conditions. Traffic synchronization is the tactical portion of traffic management providing sequencing, spacing, and routing of aircraft. Traffic synchronization activities are accomplished while maintaining separation assurance and impl	Process Automation Services	Routing and Scheduling	Inbound Correspondence Management			No Reuse	3
TM Synchronization	Traffic synchronization supports expeditious flight for the large number of aircraft using the NAS during any given period of time. NAS processes operate to maximize efficiency and capacity in response to weather, NAS infrastructure, runway availability or other conditions. Traffic synchronization	Process Automation Services	Routing and Scheduling	Outbound Correspondence Management			No Reuse	3

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)
	is the tactical portion of traffic management providing sequencing, spacing, and routing of aircraft. Traffic synchronization activities are accomplished while maintaining separation assurance and impl							
Aircraft to Aircraft Separation Capability	Aircraft are separated from other known aircraft in the terminal, en route, and oceanic environments. Separation assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance or altitude from other known aircraft. Standards are defined for aircraft based on aircraft type, size, equipment, and for operating in different environments. NAS: ATC Separation Assurance	Support Services	Communication	Audio Conferencing			No Reuse	3
Traffic Advisory	Traffic advisories are provided to alert aircraft to potential conflicts with others, on the surface or in-flight. For example, traffic advisories are provided to aircraft or other flight objects that are in the proximity of hot air/gas balloons, missile launches, or other potential hazards. Traffic advisories for aircraft on the surface include the number, type, position, and intent of the ground traffic. NAS: ATC Advisory	Support Services	Communication	Audio Conferencing			No Reuse	3
Aircraft to Aircraft	Aircraft are separated from	Support Services	Communication	Computer / Telephony			No Reuse	3

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)
Separation Capability	other known aircraft in the terminal, en route, and oceanic environments. Separation assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance or altitude from other known aircraft. Standards are defined for aircraft based on aircraft type, size, equipment, and for operating in different environments. NAS: ATC Separation Assurance			Integration				
Traffic Advisory	Traffic advisories are provided to alert aircraft to potential conflicts with others, on the surface or in-flight. For example, traffic advisories are provided to aircraft or other flight objects that are in the proximity of hot air/gas balloons, missile launches, or other potential hazards. Traffic advisories for aircraft on the surface include the number, type, position, and intent of the ground traffic. NAS: ATC Advisory	Support Services	Communication	Computer / Telephony Integration			No Reuse	3
Aircraft to Aircraft Separation Capability	route, and oceanic environments. Separation assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance or altitude from other known aircraft. Standards are defined for aircraft based on	Support Services	Communication	Video Conferencing			No Reuse	3

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)
	aircraft type, size, equipment, and for operating in different environments. NAS: ATC Separation Assurance							
Traffic Advisory	conflicts with others, on the surface or in-flight. For example, traffic advisories are provided to aircraft or other flight objects that are in the proximity of hot air/gas balloons, missile launches, or other potential hazards. Traffic advisories for aircraft on the surface include the number, type, position, and intent of the ground traffic. NAS: ATC Advisory	Support Services	Communication	Video Conferencing			No Reuse	3
ATC Separation Assurance	The separation assurance service ensures that aircraft maintain a safe distance from other aircraft, terrain, obstacles, and certain airspace not designated for routine air travel. Separation assurance involves the application of separation standards to ensure safety. Standards are defined for aircraft operating in different environments.	Support Services	Systems Management	Remote Systems Control			No Reuse	3

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)
NEW	Component Framework	Business Logic	Platform Dependent	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)? Yes

a. If "yes," please describe.

NextGen will leverage or build upon many existing components and applications that are now used for air traffic control and management. Since NextGen is in the planning stage, these components will be further specified as the SRM matures.

Exhibit 300: Part IV: Planning For "Multi-Agency Collaboration" ONLY**Section A: Multi-Agency Collaboration Oversight (All Capital Assets)**

Part IV should be completed only for investments identified as an E-Gov initiative, a Line of Business(LOB) Initiative, or a Multi-Agency Collaboration effort. The "Multi-Agency Collaboration" choice should be selected in response to Question 6 in Part I, Section A above. Investments identified as "Multi-Agency Collaboration" will complete only Parts I and IV of the exhibit 300. Multi-agency Collaborations, such as E-Gov and LOB initiatives, should develop a joint exhibit 300.

1. Stakeholder Table:

As a joint exhibit 300, please identify all the agency stakeholders (all participating agencies, this should not be limited to agencies with financial commitment). All agency stakeholders should be listed regardless of approval. If the partner agency has approved this joint exhibit 300 please provide the date of approval.

Partner Agency Name	Partner Agency	Joint Exhibit Approval Date
Commerce, Department of	006	
Defense-Military, Department of	007	
Homeland Security, Department of	024	
National Aeronautics and Space Administration	026	
Transportation, Department of	021	

2. Partner Capital Assets within this Investment:

Provide the partnering strategies you are implementing with the participating agencies and organizations. Identify all partner agency capital assets supporting the common solution (section 300.7); Managing Partner capital assets should also be included in this joint exhibit 300. These capital assets should be included in the Summary of Spending table of Part I, Section B. All partner agency migration investments (section 53.4) should also be included in this table. Funding contributions/fee-for-service transfers should not be included in this table. (Partner Agency Asset UPIs should also appear on the Partner Agency's exhibit 53)

Partner Agency Name	Partner Agency	Partner Agency Asset Title	Partner Agency Exhibit 53 UPI (BY)
Commerce, Department of	006	NextGen 4D Weather Cube	
Commerce, Department of	006	Other NextGen DOC/NOAA Activities	
Transportation, Department of	021	FAA System Wide Information Management	021-12-01-11-01-1220-00
Transportation, Department of	021	FAA NAS Voice Switch	021-12-01-00-01-0000-00
Transportation, Department of	021	FAA Data Communications	
Transportation, Department of	021	FAA Automatic Dependent Surveillance Broadcast	021-12-01-20-01-1230-00
Transportation, Department of	021	NextGen Network Enabled Weather	
Transportation, Department of	021	NextGen Demonstrations and Infrastructure Development	
Transportation, Department of	021	NextGen Systems Development	
Transportation, Department of	021	Trajectory Based Operations	
Transportation, Department of	021	Collaborative Air Traffic Management	
Transportation, Department of	021	High Density Arrivals/Departures and Airports	
Transportation, Department of	021	Reduce Weather Impact	
Transportation, Department of	021	Flexible Terminal and Airports	
Transportation, Department of	021	Safety, Security, and Environment	
Transportation, Department of	021	Networked Facilities	

3. Partner Funding Strategies (\$millions):

For jointly funded initiative activities, provide in the "Partner Funding Strategies Table": the name(s) of partner agencies; the UPI of the partner agency investments; and the partner agency contributions for CY and BY. Please indicate partner contribution amounts (in-kind contributions should also be included in this amount) and fee-for-service amounts. (Partner Agency Asset UPIs should also appear on the Partner Agency's exhibit 53. For non-IT fee-for-service amounts the Partner exhibit 53 UPI can be left blank) (IT migration investments should not be included in this table)

Partner Agency Name	Partner Agency	Partner exhibit 53 UPI (BY)	CY Contribution	CY Fee-for-Service	BY Contribution	BY Fee-for-Service
Commerce, Department of	006		0	0	0.7	0
Transportation, Department of	021		0	0	802.4	0

An Alternatives Analysis for multi-agency collaborations should also be obtained. At least three viable alternatives, in addition to the current baseline (i.e., the status quo), should be included in the joint exhibit 300. 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.

4. Did you conduct an alternatives analysis for this investment? No

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

b. If "no," what is the anticipated date this analysis will be completed? 7/31/2008

c. If no analysis is planned, please briefly explain why:

5. Alternatives Analysis Results: * Costs in millions
 Use the results of your alternatives analysis to complete the following table: Redacted

6. Which alternative was selected by the Initiative Governance process and why was it chosen?

Redacted

7. What specific qualitative benefits will be realized?

Redacted

8. Federal Quantitative Benefits: (\$millions):
 What specific quantitative benefits will be realized (using current dollars) Use the results of your alternatives analysis to complete the following table: Redacted

9. Will the selected alternative replace a legacy system in-part or in-whole? Yes

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? Legacy Investment

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

8b. List of Legacy Investment or Systems		
Name of the Legacy Investment of Systems	UPI if available	Date of the System Retirement
ASDE-3/AMASS		9/30/2020
ASDE-X (SMR portion)	021-12-01-20-01-1040-00	9/30/2020
ASR-11 (SSR portion)		9/30/2024
ATCBI-4/5		9/30/2024
ETVS	021-12-01-15-02-3180-00	6/15/2013
GSA 400		6/15/2010
GSA466		6/15/2010
ICSS Type 1		6/15/2013
ICSS Type 1A		6/15/2014
ICSS Type 2		6/15/2014
ICSS Type 3 (Denro)		6/15/2012
ICSS Type 3 (Litton)		6/15/2012
IVSR	021-12-01-15-02-3180-00	6/15/2017
Mode-S (partial retirement)		9/30/2024
RDVS 1 (Denro)	021-12-01-15-02-3180-00	6/15/2014
RDVS 1 (Litton)	021-12-01-15-02-3180-00	6/15/2014
RDVS 2 (Denro)	021-12-01-15-02-3180-00	6/15/2015
RDVS 2 (Litton)	021-12-01-15-02-3180-00	6/15/2015
RDVS 2A	021-12-01-15-02-3180-00	6/15/2015
STVS	021-12-01-15-02-3180-00	6/15/2017
VSCS	021-12-01-14-01-1060-00	6/15/2020

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? No

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

b. Has the Risk Management Plan been significantly changed since last year's submission to OMB?

c. If "yes," describe any significant changes:

2. If there currently is no plan, will a plan be developed? Yes

a. If "yes," what is the planned completion date? 3/31/2008

b. If "no," what is the strategy for managing the risks?

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

You should also periodically be measuring the performance of operational assets against the baseline established during the planning or full acquisition phase (i.e., operational analysis), and be properly operating and maintaining the asset to maximize its useful life. Operational analysis may identify the need to redesign or modify an asset by identifying previously undetected faults in design, construction, or installation/integration, highlighting whether actual operation and maintenance costs vary significantly from budgeted costs, or documenting that the asset is failing to meet program requirements.

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.

Answer the following questions about the status of this investment. Include information on all appropriate capital assets supporting this investment except for assets in which the performance information is reported in a separate exhibit 300.

1. Are you using EVM to manage this investment? No

a. If "yes," does the earned value management system meet the criteria in ANSI/EIA Standard-748? Yes

b. If "no," explain plans to implement EVM:

JPDO and the NextGen partner agencies will work with OMB to determine the appropriate EVM approach for a program of this magnitude. It is premature to have defined the approach to date.

c. If "N/A," please provide date operational analysis was conducted and a brief summary of the results:

Per OMB, will work with OMB to specify approach.

Questions #2 are NOT applicable for capital assets with ONLY O&M

2. Is the CV% or SV% greater than +/- 10%? (CV%= CV/EV x 100; SV%= SV/PV x 100) No

a. If "yes," was it the CV or SV or both?

b. If "yes," explain the causes of the variance:

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

Questions #3-4 are applicable to ALL capital assets

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 '0' for any milestone no longer active.

Milestone Number	Description of Milestone	Initial Baseline		Current Baseline				Current Baseline Variance		Percent Complete	Agency Responsible for Activity
		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											