

Exhibit 300 FY2010

FAAXX600: Oceanic Automation System: Advanced Technologies and Oceanic Procedures (ATOP)

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

Description: In Part I, complete Sections A, B, C, and D for all capital assets (IT and non-IT). Complete Sections E and F for IT capital assets.

I.A. Overview (All Capital Assets)

Description: The following series of questions are to be completed for all investments.

I.A.1. Date of Submission:	2008-09-08
I.A.2. Agency:	021
I.A.3. Bureau:	12
I.A.4. Name of this Capital Asset: Description: (Up to 250 characters)	FAAXX600: Oceanic Automation System: Advanced Technologies and Oceanic Procedures (ATOP)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53. For all other, use agency ID system.	021-12-01-11-01-1130-00
I.A.6. What kind of investment will this be in FY2010? Description: Please NOTE: Investments moving to O&M in FY2010, with Planning/Acquisition activities prior to FY2010 should not select O&M. These investments should indicate their current status.	Mixed Life Cycle
I.A.8. Provide a brief summary and justification for this investment, including a brief description of how this closes in part or in whole an identified agency performance gap: Description: (Up to 2500 characters)	<p>Advanced Technologies and Oceanic Procedures (ATOP) is the FAA's modernization program for oceanic air traffic control. Before ATOP, there was no aircraft radar tracking and no automated communications for oceanic air traffic. Pilots would radio position reports based on onboard aircraft navigational systems to the controller. Due to the uncertainty in position report reliability, overseas flights required greater separation margins to ensure safe flight, and were rarely able to obtain maximum fuel efficiency, minimum travel times, or access to preferred flight paths. Now we can be in touch with aircraft mid-oceanic flight, electronically and digitally. ATOP further closes the performance gap by allowing properly equipped aircraft and qualified aircrews to operate using reduced oceanic separation criteria. This enables more aircraft to fly optimal routes, enhancing aircraft flight time (and fuel and payload) efficiency during oceanic legs of their flights. Reduced lateral (side-to-side) separation may provide space for additional routes between current locations or new direct markets. Reduced longitudinal (nose-to-tail) separation may provide more opportunities to add flights without delays. The ATOP program has replaced oceanic air traffic control systems and procedures and modernized the Oakland (ZOA), New York (ZNY) and Anchorage (ZAN) Air Route Traffic Control Centers with a satellite-based, integrated oceanic system for all three centers - with common procedures, training, maintenance and support. ATOP is currently in the Solution Implementation phase of the Acquisition Management System (AMS), and operating live traffic in all sectors of ZNY and ZOA airspace. Initial Operating Capability (IOC) for ZAN was declared in March 2006 and operation of live traffic in oceanic sectors of ZAN began in March 2007. The Solution Implementation phase of AMS correlates to the "Control" phase of the CPIC process. The operational portions of the investment are in the CPIC "Evaluate" phase. All portions of the investment have been approved for funding by the JRC2b final investment decision on May 1, 2001. Funding for FY 2009 and beyond is essential for continued improvements in the safety and efficiency of oceanic air traffic control. Requirements for that time-frame include sustaining operational activities, hardware and software technical refresh, Pre-Planned Product Improvements (P3I) and further facility modernization.</p>
I.A.9. Did the Agency's Executive/Investment Committee approve this request?	yes
I.A.9.a. If "yes," what was the date of this approval?	2001-05-01
I.A.10. Did the Project Manager review this Exhibit?	yes
I.A.12. Has the agency developed and/or promoted cost effective, energy-efficient and environmentally sustainable techniques or practices for this project?	yes
I.A.12.a. Will this investment include electronic assets (including computers)?	yes
I.A.12.b. Is this investment for new construction or major retrofit of a Federal building or facility? (answer applicable to non-IT assets only)	no
I.A.12.b.1. If "yes," is an ESPC or UESC being used to help fund this investment?	
I.A.12.b.2. If "yes," will this investment meet sustainable design principles?	
I.A.12.b.3. If "yes," is it designed to be 30% more energy efficient than relevant code?	
I.A.13. Does this investment directly support any of the PMA initiatives?	no
I.A.13.a. If "yes," select all that apply:	

I.A.13.b. Briefly and specifically describe for each selected how this asset directly supports the identified initiative(s)? (e.g. If E-Gov is selected, is it an approved shared service provider or the managing partner?) Description: (Up to 500 characters)	
I.A.14. Does this investment support a program assessed using the Program Assessment Rating Tool (PART)? Description: (For more information about the PART, visit www.whitehouse.gov/omb/part .)	yes
I.A.14.a. If "yes," does this investment address a weakness found during a PART review?	yes
I.A.14.b. If "yes," what is the name of the PARTed program?	10002244 - FAA Facilities and Equipment
I.A.14.c. If "yes," what rating did the PART receive?	Adequate
I.A.15. Is this investment for information technology?	yes
I.A.16 What is the level of the IT Project? (per CIO Council PM Guidance) Description: Level 1 - Projects with low-to-moderate complexity and risk. Example: Bureau-level project such as a stand-alone information system that has low- to-moderate complexity and risk. Level 2 - Projects with high complexity and/or risk which are critical to the mission of the organization. Examples: Projects that are part of a portfolio of projects/systems that impact each other and/or impact mission activities. Department-wide projects that impact cross-organizational missions, such as an agency-wide system integration that includes large scale Enterprise Resource Planning (e.g., the DoD Business Mgmt Modernization Program). Level 3 - Projects that have high complexity, and/or risk, and have government-wide impact. Examples: Government-wide initiative (E-GOV, President's Management Agenda). High interest projects with Congress, GAO, OMB, or the general public. Cross-cutting initiative (Homeland Security).	Level 1
I.A.17. In addition to the answer in 1.A.11.d, what project management qualifications does the Project Manager have? (per CIO Council PM Guidance)	(1) Project manager has been validated as qualified for this investment
I.A.18. Is this investment or any project(s) within this investment identified as "high risk" on the Q4-FY 2008 agency high risk report? (per OMB Memorandum M-05-23)	yes
I.A.19. Is this a financial management system?	no
I.A.19.a. If "yes," does this investment address a FFMIA compliance area?	
I.A.19.a.1. If "yes," which compliance area: Description: (Up to 250 characters)	
I.A.19.a.2. If "no," what does it address? Description: (Up to 500 characters)	
I.A.19.b. If "yes," please identify the system name(s) and system acronym(s) as reported in the most recent financial systems inventory update required by Circular A-11 section 52 Description: (Up to 2500 characters)	
I.A.20. What is the percentage breakout for the total FY2010 funding request for the following? Description: (This should total 100%)	
I.A.20.a. Hardware	12
I.A.20.b. Software	29
I.A.20.c. Services	9
I.A.20.d. Other	50
I.A.21. If this project produces information dissemination products for the public, are these products published to the Internet in conformance with OMB Memorandum 05-04 and included in your agency inventory, schedules and priorities?	n/a
I.A.23. Are the records produced by this investment appropriately scheduled with the National Archives and Records Administration's approval?	no
I.A.24. Does this investment directly support one of the GAO High Risk Areas?	no

I.B. Summary of Spending (All Capital Assets)

I.B.1 Summary of Spending Table

Description: Provide the total estimated life-cycle cost for this investment by completing the following table. All amounts represent budget authority in millions, and are rounded to three decimal places. Federal personnel costs should be included only in the row designated "Government FTE Cost," and should be excluded from the amounts shown for "Planning," "Full Acquisition," and "Operation/Maintenance." The "TOTAL" estimated annual cost of the investment is the sum of costs for "Planning," "Full Acquisition,"

and "Operation/Maintenance." For Federal buildings and facilities, life-cycle costs should include long-term energy, environmental, decommissioning, and/or restoration costs. The costs associated with the entire life-cycle of the investment should be included in this report.

Note: For the multi-agency investments, this table should include all funding (both managing partner and partner agencies). Government FTE Costs should not be included as part of the TOTAL represented.

I.B.1.a. Summary of Spending for Project Phases

	PY-1 and earlier	PY 2008	CY 2009	BY 2010
Planning	\$5.800	\$0.600	\$0.600	\$0.600
Acquisition	\$418.300	\$52.200	\$20.100	\$7.151
Subtotal Planning and Acquisition	\$424.100	\$52.800	\$20.700	\$7.751
Operations and Maintenance	\$165.781	\$65.306	\$72.543	\$74.881
TOTAL	\$589.881	\$118.106	\$93.243	\$82.632
Government FTE Costs	\$69.500	\$9.894	\$10.289	\$10.701

I.B.1.b. Summary of Spending for Project Phases (Government FTE Costs Only)

	PY-1 and earlier	PY 2008	CY 2009	BY 2010
Number of FTE represented by cost	498	64	64	64

I.B.2. Will this project require the agency to hire additional FTE's? no

I.B.2.a. If "yes," How many and in what year?

Description: (Up to 500 characters)

I.B.3. If the summary of spending has changed from the FY2009 President's budget request, briefly explain those changes:

Description: (Up to 2500 characters)

During the last 12 months the ATOP Program office has awarded two continuing support services contracts at a reduced funding level from the current JRC approved funding baseline. The funding estimate for these contracts has been reduced by \$60.988 million and the operations funding line in the SOS has been adjusted to reflect this reduced cost through FY 2017. The \$26.95M increase in FY07 and prior year funding (from \$391.35M to \$418.3M) is to conform with the CIP.

I.D. Performance Information (All Capital Assets)

I.D.1. Performance Information Table

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

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

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator
2006	Reduced Congestion	Customer Results	Accuracy of Service or Product Delivered	Average fuel burn per flight for selected city pairs based on actual aircraft trajectories.
2006	Safety	Customer Results	Delivery Time	Average time in minutes to respond to weather altitude change requests and weather deviation requests.
2006	Mobility	Customer Results	Response Time	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.
2006	Organizational Excellence	Mission and Business Results	Information Management	Average time to collect and analyze data from ZOA and ZNY ATOP. Data available for air carriers and other countries.
2006	Safety	Processes and Activities	Efficiency	Average international

				coordination time for flights.
2006	Safety	Processes and Activities	Efficiency	Average time in minutes to respond to altitude change requests.
2006	Reduced Congestion	Technology	Technology Improvement	Reduction of separation standards.
2007	Reduced Congestion	Customer Results	Accuracy of Service or Product Delivered	Average fuel burn per flight for selected city pairs based on actual aircraft trajectories.
2007	Safety	Customer Results	Delivery Time	Average time in minutes to respond to weather altitude change requests and weather deviation requests.
2007	Mobility	Customer Results	Response Time	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.
2007	Organizational Excellence	Mission and Business Results	Information Management	Average time to collect and analyze data from ZOA, ZNY, and ZAN ATOP. Data available for air carriers and other countries.
2007	Safety	Processes and Activities	Efficiency	Average international coordination time for flights.
2007	Safety	Processes and Activities	Efficiency	Average time in minutes to respond to altitude change requests.
2007	Reduced Congestion	Technology	Technology Improvement	Reduction of separation standards.
2008	Reduced Congestion	Customer Results	Accuracy of Service or Product Delivered	Average fuel burn per flight for selected city pairs based on actual aircraft trajectories.
2008	Safety	Customer Results	Delivery Time	Average time in minutes to respond to weather altitude change requests and weather deviation requests.
2008	Mobility	Customer Results	Response Time	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.
2008	Organizational Excellence	Mission and Business Results	Official Information Dissemination	Average time to collect and analyze data from ZOA, ZAN, and ZNY ATOP. Data available for air carriers and other countries.
2008	Safety	Processes and Activities	Efficiency	Average time in minutes to respond to altitude change requests.
2008	Reduced Congestion	Technology	Technology Improvement	Reduction of separation standards.
2009	Reduced Congestion	Customer Results	Accuracy of Service or Product Delivered	Average fuel savings per passenger seat for selected city pairs based on actual aircraft trajectories.
2009	Mobility	Customer Results	Response Time	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.
2009	Organizational Excellence	Mission and Business Results	Information Management	Average time to collect and analyze data from ZOA, ZAN, and ZNY ATOP. Data available for air carriers and other countries.
2009	Safety	Processes and Activities	Efficiency	Average time in minutes to respond to altitude change requests.
2009	Reduced Congestion	Technology	Technology Improvement	Reduction of separation standards.
2010	Reduced Congestion	Customer Results	Accuracy of Service or Product Delivered	Average fuel savings per passenger seat for selected city pairs based on actual aircraft trajectories.
2010	Mobility	Customer Results	Response Time	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.

2010	Organizational Excellence	Mission and Business Results	Information Management	Average time to collect and analyze data from ZOA, ZAN, and ZNY ATOP. Data available for air carriers and other countries.
2010	Safety	Processes and Activities	Efficiency	Average time in minutes to respond to altitude change requests.
2010	Reduced Congestion	Technology	Technology Improvement	Reduction of separation standards.
2011	Reduced Congestion	Customer Results	Accuracy of Service or Product Delivered	Average fuel savings per passenger seat for selected city pairs based on actual aircraft trajectories.
2011	Mobility	Customer Results	Response Time	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.
2011	Organizational Excellence	Mission and Business Results	Information Management	Average time to collect and analyze data from ZOA, ZAN, and ZNY ATOP. Data available for air carriers and other countries.
2011	Safety	Processes and Activities	Efficiency	Average time in minutes to respond to altitude change requests.
2011	Reduced Congestion	Technology	Technology Improvement	Reduction of separation standards.
2012	Reduced Congestion	Customer Results	Accuracy of Service or Product Delivered	Average fuel savings per passenger seat for selected city pairs based on actual aircraft trajectories.
2012	Mobility	Customer Results	Response Time	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.
2012	Organizational Excellence	Mission and Business Results	Information Management	Average time to collect and analyze data from ZOA, ZAN, and ZNY ATOP. Data available for air carriers and other countries.
2012	Safety	Processes and Activities	Efficiency	Average time in minutes to respond to altitude change requests.
2012	Reduced Congestion	Technology	Technology Improvement	Reduction of separation standards.
2013	Reduced Congestion	Customer Results	Accuracy of Service or Product Delivered	Average fuel savings per passenger seat for selected city pairs based on actual aircraft trajectories.
2013	Mobility	Customer Results	Response Time	% altitude change requests granted. This allows the customer to reach their requested/
2013	Mobility	Customer Results	Response Time	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.
2013	Safety	Processes and Activities	Efficiency	Average time in minutes to respond to altitude change requests.
2013	Reduced Congestion	Technology	Technology Improvement	Reduction of separation standards.

I.F. Enterprise Architecture (EA) (IT Capital Assets only)

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

I.F.1. Is this investment included in your agency's target enterprise architecture? yes

I.F.1.a. If "no," please explain why?
Description: (Up to 2500 characters)

I.F.2. Is this investment included in the agency's EA Transition yes

Strategy?	
I.F.2.a. If "yes," provide the investment name as identified in the Transition Strategy provided in the agency's most recent annual EA Assessment. Description: (Up to 500 characters)	Oceanic Automation System: Advanced Technologies and Oceanic Procedures
I.F.2.b. If "no," please explain why? Description: (Up to 2500 characters)	
I.F.3. Is this investment identified in a completed and approved segment architecture?	yes
I.F.3.a. If "yes," provide the six digit code corresponding to the agency segment architecture. The segment architecture codes are maintained by the agency Chief Architect. For detailed guidance regarding segment architecture codes, please refer to http://www.egov.gov . Description: (In the format "XXX-000")	102-000

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

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

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

Agency Component Name	Agency Component Description	FEA SRM Service Type	FEA SRM Component (a)	Service Component Reused - Component Name (b)
Flight Data Management	Flight Data Management maintains the knowledge of a flight within the NAS from activation until flight plan cancellation or closing. Flight Data Management accepts, processes, and validates flight plan data from all users (e.g., general aviation, commercial, military, Customs, law enforcement, etc.).	Data Management	Data Cleansing	
Monitoring and Maintenance	Monitoring and maintenance includes the activities necessary to monitor the NAS status, detect and isolate failures and outages, and perform corrective and preventive maintenance to ensure the operational readiness of the NAS.	Development and Integration	Instrumentation and Testing	
Aircraft to Aircraft Separation Capability	Aircraft are separated from other known aircraft the oceanic environment. Separation assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance or altitude from other known aircraft. (NAS Separation Assurance)	Visualization	Mapping / Geospatial / Elevation / GPS	
Monitoring and Maintenance	Monitoring and maintenance includes the activities necessary to monitor the NAS status, detect and isolate failures and outages, and perform corrective and preventive maintenance to ensure the operational readiness of the NAS.	Management of Processes	Change Management	
Monitoring and Maintenance	Monitoring and maintenance includes the activities necessary to monitor the NAS status, detect and isolate failures and outages, and perform corrective and preventive maintenance to	Management of Processes	Configuration Management	

	ensure the operational readiness of the NAS.			
Flight Data Management	Flight Data Management maintains the knowledge of a flight within the NAS from activation until flight plan cancellation or closing. Flight Data Management accepts, processes, and validates flight plan data from all users (e.g., general aviation, commercial, military, Customs, law enforcement, etc.).	Customer Initiated Assistance	Reservations / Registration	
Flight Data Management	Flight Data Management maintains the knowledge of a flight within the NAS from activation until flight plan cancellation or closing. Flight Data Management accepts, processes, and validates flight plan data from all users (e.g., general aviation, commercial, military, Customs, law enforcement, etc.).	Routing and Scheduling	Inbound Correspondence Management	
Weather Advisory Capability	ATC Advisories - Weather information is available either automatically or manually through communication with ATC and other facilities.	Routing and Scheduling	Outbound Correspondence Management	
Aircraft Airspace Capability	Aircraft are separated from airspace for special use such as prohibited, restricted, and warning areas.	Tracking and Workflow	Conflict Resolution	
Aircraft to Aircraft Separation Capability	Aircraft are separated from other known aircraft the oceanic environment. Separation assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance or altitude from other known aircraft. (NAS Separation Assurance)	Tracking and Workflow	Conflict Resolution	
Monitoring and Maintenance	Monitoring and maintenance includes the activities necessary to monitor the NAS status, detect and isolate failures and outages, and perform corrective and preventive maintenance to ensure the operational readiness of the NAS.	Systems Management	Issue Tracking	
Monitoring and Maintenance	Monitoring and maintenance includes the activities necessary to monitor the NAS status, detect and isolate failures and outages, and perform corrective and preventive maintenance to ensure the operational readiness of the NAS.	Systems Management	System Resource Monitoring	

I.F.5. Technical Reference Model (TRM) Table

Description: To demonstrate how this major IT investment aligns with the FEA Technical Reference Model (TRM), please list the Service Areas, Categories, Standards, and Service Specifications supporting this IT investment.

- a. Service Components identified in the previous question should be entered in this column. Please enter multiple rows for FEA SRM Components supported by multiple TRM Service Specifications.
- b. In the Service Specification field, agencies should provide information on the specified technical standard or vendor product mapped to the FEA TRM Service Standard, including model or version numbers, as appropriate.

FEA SRM Component (a)	FEA TRM Service Area	FEA TRM Service Category	FEA TRM Service Standard	Service Specification (b) (i.e., vendor and product name)
Issue Tracking	Component Framework	Data Management	Reporting and Analysis	Sybase
Mapping / Geospatial / Elevation / GPS	Component Framework	User Presentation / Interface	Content Rendering	X-windows, IBM
System Resource Monitoring	Component Framework	Security	Supporting Security Services	AIX 4.2.5, IBM Firewall, CISCO

Inbound Correspondence Management	Service Access and Delivery	Access Channels	Other Electronic Channels	Aeronautical Fixed Telecom Network, ICAO Annex 10
Outbound Correspondence Management	Service Access and Delivery	Access Channels	Other Electronic Channels	Aeronautical Fixed Telecom Network, ICAO Annex 10
Conflict Resolution	Service Access and Delivery	Access Channels	Other Electronic Channels	FAA Telecommunications Infrastructure, Harris Corp
Inbound Correspondence Management	Service Access and Delivery	Access Channels	Other Electronic Channels	X.25 Packet Switched Network, Hughes Corp
Outbound Correspondence Management	Service Access and Delivery	Access Channels	Other Electronic Channels	X.25 Packet Switched Network, Hughes Corp
Conflict Resolution	Service Access and Delivery	Delivery Channels	Intranet	Ethernet LAN switch 2948G, Cisco
Conflict Resolution	Service Access and Delivery	Service Transport	Service Transport	TCP/IP, FTP, IBM
Conflict Resolution	Service Interface and Integration	Integration	Middleware	CASS/DAE, Adacel Corp.
System Resource Monitoring	Service Interface and Integration	Integration	Middleware	CASS/DAE, Adacel, Corp
Conflict Resolution	Service Platform and Infrastructure	Database / Storage	Storage	IBM Serial Storage Architecture, 7143 D40
Conflict Resolution	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Ethernet LAN switch 2948G, Cisco
Conflict Resolution	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Ethernet interface cards, IBM
Conflict Resolution	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	RISC 6000 B-80 processors, IBM
Data Cleansing	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	RISC 6000 B-80 processors, IBM
Reservations / Registration	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	RISC 6000 B-80 processors, IBM
Change Management	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Configuration Management Version Control, IBM
Configuration Management	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Configuration Management Version Control, IBM
Instrumentation and Testing	Service Platform and Infrastructure	Software Engineering	Test Management	Office 2000, Microsoft

I.F.6. Will the application leverage existing components and/or applications across the Government (e.g. USA.gov, Pay.gov, etc.)?

no

I.F.6.a. If "yes," please describe.
Description: (Up to 2500 characters)

Part IV: Planning for "Multi-Agency Collaboration" ONLY

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

IV.A. Multi-Agency Collaboration Oversight (All Capital Assets)

Description: Multi-agency Collaborations, such as E-Gov and LOB initiatives, should develop a joint exhibit 300.

IV.A.1. Stakeholder Table

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

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

IV.A.9.a. If "yes," are the migration costs associated with the migration to the selected alternative included in this investment, the legacy investment, or in a separate migration investment?

IV.A.9.b. If "yes," please provide the following information: