

Exhibit 300 FY2011

FAAXX013: Aviation Surface Weather Observation Network (ASWON)

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:	2010-02-12
I.A.2. Agency:	021
I.A.3. Bureau:	12
I.A.4. Name of this Investment: Description: (Up to 250 characters)	FAAXX013: Aviation Surface Weather Observation Network (ASWON)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53.9. For all other, use agency ID system.	021-12-01-21-01-1030-00
I.A.6. What kind of investment will this be in FY2011? Description: Please NOTE: Investments moving to O&M in FY2011, with Planning/Acquisition activities prior to FY2011 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; this description may include links to relevant information which should include relevant GAO reports, and links to relevant findings of independent audits. Description: (Up to 2500 characters)	Aviation Surface Weather Observation Network (ASWON), a collection of weather equipment that supports the FAA and National Weather Service (NWS) modernization by automating surface weather observations. ASWON consists of 8 projects: ASOS Pre-Planned Product Improvement (ASOS P3I), Automated Weather Sensor System (AWSS), Stand-Alone Weather Sensors (SAWS), Automated Weather Observing System (AWOS), Automated Surface Observing System (ASOS), ASOS/AWOS Data Acquisition System (ADAS), Model F420 anemometer (F420), Digital Altimeter Setting Indicator (DASI) barometer (Funded by O&M.) However, this document will specifically address only the ASOS, ASOS P3I, AWSS, and SAWS. The remaining 4 systems (F420, ADAS, AWOS, and DASI) are legacy systems and are no longer managed by ATO-T. ASWONs role is to provide real time, accurate surface weather conditions to pilots, air traffic controllers, other aviation users, and the national weather data network. ASWON weather systems provide weather information at approximately 800 facilities for information only through the internet and telephone lines. It supports the NAS reliability goal of 99.7% and supports the reduction of NAS weather requirements. It fills 3 performance gaps: 1)The automated weather equipment is a cost-beneficial alternative to human weather observers (HWO). The 20 year cost of the automated systems is \$900K versus \$3M for HWOs. 2)ASOS and AWSS provide wind speed, direction, altimeter; visibility; cloud height precipitation identification; temperature; and dew point. ASOS P3I will implement 5 upgrades to ASOS processor, dewpoint sensor, ice-free wind sensor, enhanced precipitation identifier, and ceilometer. 3) SAWS, a backup to ASOS at service Level C facilities, provides temperature, dewpoint, altimeter, wind speed, direction & gusts. SAWS can be used as a replacement for the F420 and DASI. The cost benefits for ASWON include passenger value of time, aircraft operating direct costs, and safety benefits. ASWON requested a reassemble decision from the JRC for large EVM cost and schedule variances that grew due to funding cuts in the last 3 fiscal years and received approval on 6/29/06. In FY 2010, the ASOS P3I program will procure the first 2 In FY 2010, the ASOS P3I program will procure the first 290 Enhanced Precipitation (EPI) sensors and will continue installation of the Ceilometer Replacement. The DME portion of the program is expected to be completed in 2012. SAWS and AWSS were completed in FY07.
I.A.8.a. Enter dates for approved rebaselining, alternative analysis, and risk management plan and risk register information. Description: Provide here the date of any approved rebaselining within the past year, the date for the most recent (or planned) alternatives analysis for this investment, and whether this investment has a risk management plan and risk register. (Up to 500 characters)	Alternative Analysis – June 2006 Risk Management Plan – July 2006 Risk Register – May 2009 (DOORS Database)
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?	2006-06-29
I.A.12. If this investment is a financial management system, then please fill out the following as reported in the most recent financial systems inventory (FMSI):	
I.A.12.a. Financial Management System Table	
I.A.12.b. If this investment is a financial management system AND the investment is part of the core financial system then select the primary FFMA compliance area that this investment addresses (choose only one):	

I.B. Summary of Funding (Budget Authority for Capital Assets)

I.B.1. Summary of Funding 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. Funding for all costs associated with the entire life-cycle of the investment should be

included in this report. Funding levels should be shown for budget authority by year consistent with funding levels in Exhibit 53. The Summary of Funding table shall include the amounts allocated to the investment from, and should be directly tied to, the Fiscal Year Budget. This includes direct appropriations (discretionary or mandatory accounts), user fees, and approved self-funding activities and will provide the actual annual "budget" for the investment. This "budget" will be a subset of the congressionally approved budget for each fiscal year. This will provide Departments/Agencies and OMB useful information on the actual Fiscal Year dollars being asked for and spent on an investment.

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 (Reported in Millions)

	PY-1 and earlier	PY 2009	CY 2010	BY 2011
Planning	\$0.000	\$0.000	\$0.000	\$0.000
Acquisition	\$361.100	\$8.500	\$5.500	\$6.700
Subtotal Planning and Acquisition	\$361.100	\$8.500	\$5.500	\$6.700
Operations and Maintenance	\$161.200	\$30.900	\$31.600	\$32.500
Disposition Costs (Optional)	\$0.000	\$0.000	\$0.000	\$0.000
SUBTOTAL	\$522.300	\$39.400	\$37.100	\$39.200
Government FTE Costs	\$35.400	\$2.400	\$2.500	\$2.600
TOTAL	\$557.700	\$41.800	\$39.600	\$41.800

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

	PY-1 and earlier	PY 2009	CY 2010	BY 2011
Number of FTE represented by Costs	559	42	40	42

I.B.2. If the summary of funding has changed from the FY2010 President's budget request, briefly explain those changes:
Description: (Up to 2500 characters)

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 and the relevant Agency Segment Architecture. The investment must discuss its performance measures in support of the agency's mission and strategic goals as outlined in the corresponding Segment Architecture. Performance measures (indicators) must be provided. 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 <http://www.whitehouse.gov/omb/e-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
2004	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2004	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2004	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2005	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2005	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2005	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle and ice pellets
2005	Mobility	Mission and Business Results	Air Transportation	# of ASOSs with 3 second wind averaging
2005	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2005	Mobility	Processes and Activities	Compliance	Compliance (# of ASOS with 3 second wind averaging)

2005		Processes and Activities	Efficiency	# of displays used per controller per operator position
2005	Mobility	Processes and Activities	Productivity	Productivity (reduced air traffic controller labor to augment ASOS)
2005	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2005	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2005	Mobility	Technology	Availability	System Availability
2006	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2006	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2006	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets
2006	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2006	Mobility	Processes and Activities	Compliance	Compliance
2006	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2006	Mobility	Processes and Activities	Productivity	Productivity
2006	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2006	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2006	Mobility	Technology	Availability	System Availability
2007	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2007	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2007	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets
2007	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2007	Mobility	Processes and Activities	Compliance	Compliance
2007	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2007	Mobility	Processes and Activities	Productivity	Productivity
2007	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2007	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2007	Mobility	Technology	Availability	System Availability
2008	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2008	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2008	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing drizzle, and ice pellets
2008	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2008	Mobility	Processes and Activities	Compliance	Compliance
2008	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2008	Mobility	Processes and Activities	Productivity	Productivity
2008	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2008	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2008	Mobility	Technology	Availability	System Availability
2009	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2009	Mobility	Mission and Business Results	Air Transportation	Increase Capacity / Weather data availability
2009	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle, freezing

				drizzle, and ice pellets
2009	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2009	Mobility	Processes and Activities	Compliance	Compliance
2009	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2009	Mobility	Processes and Activities	Productivity	Productivity
2009	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2009	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2009	Mobility	Technology	Availability	System Availability
2010	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2010	Mobility	Customer Results	Service Availability	Weather data availability
2010	Mobility	Mission and Business Results	Air Transportation	Implement ceilometer replacement sensor
2010	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle and ice pellets
2010	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2010	Mobility	Processes and Activities	Compliance	Compliance
2010	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2010	Mobility	Processes and Activities	Productivity	Productivity
2010	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2010	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2010	Mobility	Technology	Availability	System Availability
2011	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2011	Mobility	Customer Results	Service Availability	Weather data availability
2011	Mobility	Mission and Business Results	Air Transportation	Implement ceilometer replacement sensor
2011	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle and ice pellets
2011	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2011	Mobility	Processes and Activities	Compliance	Compliance
2011	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2011	Mobility	Processes and Activities	Productivity	Productivity
2011	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2011	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2011	Mobility	Technology	Availability	System Availability
2012	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2012	Mobility	Customer Results	Service Availability	Weather data availability
2012	Mobility	Mission and Business Results	Air Transportation	Implement ceilometer replacement sensor
2012	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle and ice pellets
2012	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2012	Mobility	Processes and Activities	Compliance	Compliance
2012	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2012	Mobility	Processes and Activities	Productivity	Productivity
2012	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2012	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2012	Mobility	Technology	Availability	System Availability

2013	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2013	Mobility	Customer Results	Service Availability	Weather data availability
2013	Mobility	Mission and Business Results	Air Transportation	Implement ceilometer replacement sensor
2013	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle and ice pellets
2013	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2013	Mobility	Processes and Activities	Compliance	Compliance
2013	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2013	Mobility	Processes and Activities	Productivity	Productivity
2013	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2013	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2013	Mobility	Technology	Availability	System Availability
2014	Mobility	Customer Results	Customer Impact or Burden	Customer Impact or Burden/weather-related delays (# of delayed flights)
2014	Mobility	Customer Results	Service Availability	Weather data availability
2014	Mobility	Mission and Business Results	Air Transportation	Implement ceilometer replacement sensor
2014	Mobility	Mission and Business Results	Air Transportation	Implement weather condition detection of drizzle and ice pellets
2014	Mobility	Processes and Activities	Cycle Time	Data Reliability and Quality (replace aging F420 wind sensors)
2014	Mobility	Processes and Activities	Compliance	Compliance
2014	Mobility	Processes and Activities	Efficiency	# of displays used per controller per operator position
2014	Mobility	Processes and Activities	Productivity	Productivity
2014	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2014	Mobility	Technology	Operations and Maintenance Costs	Operations and Maintenance Costs
2014	Mobility	Technology	Availability	System Availability

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.

Have the requisite investment-level architecture documentation requirements (e.g., reference model mappings, FTF mappings, etc.) for this investment been documented in the corresponding Segment Architecture? For detailed guidance regarding segment architecture requirements, please refer to <http://www.whitehouse.gov/omb/e-gov/>. See this guidance also regarding the reporting of six digit codes corresponding to agency segment architectures in Exhibit 53, and, for limited cases determined by the Chief Architect, reporting an investment alignment with multiple segments.

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

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.5. Does this investment replace any legacy systems investments?

Description: Disposition costs (costs of retirement of legacy systems) may be included as a category in Part I, Section B, Summary of Funding, or in separate investments, classified as major or non-major. For legacy system investments being replaced by this investment, include the following data on these legacy investments.