Exhibit 300 FY2011

FAAXX016: Integrated Terminal Weather System (ITWS)

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)	FAAXX016: Integrated Terminal Weather System (ITWS)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53.9. For all other, use agency ID system.	021-12-01-21-01-1010-00
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)

The Integrated Terminal Weather System (ITWS) is an air traffic management tool that provides graphic, full-color displays of essential weather information at major U.S. airports. ITWS was developed to fill the need of air traffic managers, controllers, and airlines to integrate weather data from a number of sources and provided customers a single, easily used and understood display of support products. ITWS depicts current and short-term predictions of terminal weather through the integration of data from FAA and National Weather Service sensors and systems, as well as from aircraft in flight. ITWS weather information is immediately usable by air traffic controllers and managers without further meteorological interpretation. The ITWS program includes development, installation, testing, training, maintenance, and life cycle operational support. The FAA has completed development, deployment, and commissioning of 22 operational ITWS. In November 2007 the JRC approved the procurement of 11 of the 12 deferred sites and additional system components to provide ITWS Situation Displays (SDs) for 16 secondary/reliever airports. The 12th site was added back by JRC action July 2009. The program also includes technical planning support for the transition of terminal weather capabilities to System-Wide Information Management (SWIM) and NextGen Network Enabled Weather (NNEW). For FY 2009, ITWS will install 9 of the remaining 11 ITWS Product Generators (PGs) and commission 5 ITWS PGs. Installation of displays and communications to provide remote ITWS service to 1 secondary/reliever airport will also be completed in FY 2009. The requested funding will also provide for operational support of recently commissioned systems, and the addition of new systems sending weather information to Volpe, which provides ITWS products to authorized, external users. For FY2010, ITWS will install the final 3 of the remaining 12 ITWS Product Generators (PGs) and commission the final 7 remaining ITWS PGs. This will complete the 34 operational systems acquisition program, providing advanced graphical weather information at 59 airports, 29 of which are OEP level. Installation of displays and communications to provide remote ITWS service to 16 additional secondary/reliever airports will continue in FY 2010. For FY 2011, plans call for the installation of displays and communications to provide remote ITWS service to the final 10 secondary/reliever airports.

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)	Rebaselining within past year: None. Most recent Alternatives Analysis: November 2007. ITWS Risk Mgmt Plan and Risk Register: Yes
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?	2007-11-28

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 FFMIA 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	$60.324	$0.412	$0.414	$0.000
Acquisition	$212.266	$3.238	$0.738	$4.700
Subtotal Planning and Acquisition	$272.590	$3.650	$1.152	$4.700
Operations and Maintenance	$9.197	$2.355	$2.552	$3.216
Disposition Costs (Optional)	$0.000	$0.000	$0.000	$0.000
SUBTOTAL	$281.787	$6.005	$3.704	$7.916
Government FTE Costs	$16.680	$3.324	$3.342	$2.425
TOTAL	$298.467	$9.329	$7.046	$10.341

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	131	27	25	18

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)	SOS total for BY10 was not consistent with the total life cycle of the JRC Decsion due to error in "PY-1 and earlier" FTE cost totals. This has been corrected in this BY11 Exhibit 300.

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
2005	Mobility	Customer Results	Customer Satisfaction	Customer Impacts of Flight Delays caused by convective weather (These impact the airlines, pilots and the flying public).
2005	Mobility	Mission and Business Results	Air Transportation	Delay Hours
2005	Mobility	Processes and Activities	Efficiency	Number of ITWS airports with capability.
2005	Mobility	Technology	Functionality	Number of ITWS Airports with capabilities
2006	Mobility	Customer Results	Customer Satisfaction	Customer Impacts of flight delays hours caused by convective weather
2006	Mobility	Mission and Business Results	Air Transportation	Delay Hours
2006	Mobility	Processes and Activities	Efficiency	Number of ITWS airports with storm cell predictions 20 minute convective storm cell prediction capability
2007	Mobility	Customer Results	Customer Satisfaction	Customer Impacts of flight delays hours caused by convective weather
2007	Mobility	Mission and Business Results	Air Transportation	Delay Hours
2007	Mobility	Processes and Activities	Efficiency	Number of ITWS airports with storm cell predictions capability

2007	Mobility	Technology	Functionality	Number of ITWS Airports with convective storm prediction capability capabilities
2007	Mobility	Technology	Functionality	Number of ITWS Airports with Terminal winds capabilities
2008	Mobility	Customer Results	Customer Satisfaction	Number of ITWS Airports with 60 minuteconvective storm capabilities
2008	Mobility	Mission and Business Results	Air Transportation	Delay Hours
2008	Mobility	Processes and Activities	Efficiency	Number of ITWS airports with 20 minutestorm cell predictions capability
2008	Mobility	Technology	Functionality	Number of ITWS Airports with capabilities
2009	Mobility	Customer Results	Customer Satisfaction	Customer Impacts of flight delays hours caused by convective weather
2009	Mobility	Mission and Business Results	Air Transportation	Delay Hours
2009	Mobility	Processes and Activities	Efficiency	Number of ITWS airports with storm cell predictions capability
2009	Mobility	Technology	Functionality	Number of ITWS Airports with capabilities
2009	Mobility	Technology	Functionality	Number of ITWS Airports with capabilities
2010	Mobility	Customer Results	Customer Satisfaction	Customer Impacts of flight delays hours caused by convective weather
2010	Mobility	Mission and Business Results	Air Transportation	Delay Hours
2010	Mobility	Processes and Activities	Efficiency	Number of ITWS airports with storm cell predictions capability
2010	Mobility	Technology	Functionality	Number of ITWS Airports with capabilities
2010	Mobility	Technology	Functionality	Number of ITWS Airports with 60 minute convective storm prediction capabilities
2011	Mobility	Mission and Business Results	Air Transportation	Delay Hours
2011	Mobility	Customer Results	Customer Satisfaction	Customer Impacts of flight delays hours caused by convective weather
2011	Mobility	Processes and Activities	Efficiency	Number of ITWS airports with 20 minute convective storm cell predictions capability
2011	Mobility	Technology	Functionality	Number of ITWS Airports with capabilities
2011	Mobility	Technology	Functionality	Number of ITWS Airports with 60 minute convective storm capabilities
2012	Mobility	Mission and Business Results	Air Transportation	Delay Hours
2012	Mobility	Customer Results	Customer Satisfaction	Customer Impacts of flight delays hours caused by convective weather
2012	Mobility	Processes and Activities	Efficiency	Number of ITWS airports with 20 minute convective storm cell predictions capability
2012	Mobility	Technology	Functionality	Number of ITWS Airports with capabilities
2012	Mobility	Technology	Functionality	Number of ITWS Airports with capabilities
2013	Mobility	Mission and Business Results	Air Transportation	Delay Hours
2013	Mobility	Customer Results	Customer Satisfaction	Customer Impacts of flight delays hours caused by convective weather
2013	Mobility	Processes and Activities	Efficiency	Number of ITWS airports with storm cell predictions capability
2013	Mobility	Technology	Functionality	Number of ITWS Airports with capabilities
2013	Mobility	Technology	Functionality	Number of ITWS Airports with capabilities
2014	Mobility	Mission and Business Results	Air Transportation	Delay Hours
2014	Mobility	Customer Results	Customer Satisfaction	Customer Impacts of flight delays
2014	Mobility	Processes and Activities	Efficiency	Number of ITWS airports with storm cell predictions capability
2014	Mobility	Technology	Functionality	Number of ITWS Airports with capabilities
2014	Mobility	Technology	Functionality	Number of ITWS Airports with capabilities

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.	