Exhibit 300 FY2011

FAAXX248: Airport Surface Detection Equipment - Model X (ASDE-X)

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)	FAAXX248: Airport Surface Detection Equipment - Model X (ASDE-X)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53.9. For all other, use agency ID system.	021-12-01-20-01-1040-00
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)

ASDE-X is a surface surveillance system that provides multi-sensor airport surveillance with identification and conflict alerting to air traffic controllers. It prevents surface collisions and reduces the most severe runway incursions. ASDE-X provides a visual representation of the traffic situation on the airport movement area and arrival corridors. It improves the ability of controllers to maintain awareness of the operational environment and to anticipate contingencies. ASDE-X supports the FAA strategic goals for Increased Safety and Greater Capacity, and the DOT's goals for increased Safety and Mobility. It reduces the risk of runway incursions by providing enhanced safety performance by supporting target projections and intersecting runway alerts, more accurate positions with flight call signs and aircraft intentions on the controller's display, and improved surface surveillance during rain. Using data tags, ASDE-X provides the ability to monitor whether aircraft are following their prescribed taxi routes, validate the proper beacon code is associated with each aircraft, and accurately identify each aircraft within a queue. This prevents unnecessary communication and reduces time spent between clearance deliveries. ASDE-X is part of the Operational Evolution Plan (OEP), the FAA's commitment to the aviation community for building capacity and increasing efficiency at the 35 OEP airports. ASDE-X addresses the runway safety performance gap. During FY2001-2004, there were approximately 257 million aircraft operations and 1,395 runway incursions--an average of one runway incursion per day. Historical data indicated that if no intervening actions were taken 15 fatal runway collisions at towered airports would occur over the years 2003-2022, killing 700-800 people and seriously injuring 200 others. In FY05, the JRC rebaselined ASDE-X, based on a new ROI calculation. In FY08 an Administrator's Call to Action directed ASDE-X to accelerate implementation of the remaining systems. It is this accelerated schedule the program is now working toward. ASDE-X is in the Solution Implementation and In-Service phases of the FAA Acquisition Management System, equivalent to the Control and Evaluation phases of the OMB CPIC Cycle. As of August 2009, there are 20 operational systems. A total of 3 support systems and 35 operational systems are planned, the last 3 of which will become operational in BY11. The program office is planning a tech refresh in 2012.

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)	The program was rebaselined September 9, 2005. An alternative analysis was conducted in support of the rebaseline effort. The risk board meets every two weeks. The risk register was last updated August 26, 2009.
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?	2005-09-09

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	$0.000	$0.000	$0.000	$0.000
Acquisition	$447.200	$33.400	$25.300	$4.200
Subtotal Planning and Acquisition	$447.200	$33.400	$25.300	$4.200
Operations and Maintenance	$13.110	$4.940	$5.570	$6.860
Disposition Costs (Optional)	$0.000	$0.000	$0.000	$0.000
SUBTOTAL	$460.310	$38.340	$30.870	$11.060
Government FTE Costs	$12.507	$1.976	$2.022	$2.071
TOTAL	$472.817	$40.316	$32.892	$13.131

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	14	14	14	13

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)

For FY09, the Omnibus Appropriations Bill provided an additional $1.0M, increasing the appropriation from $32.4M to $33.4M. For FY10, the initial OMB Passback provided an additional $6.2M, increasing the appropriation from $11.1M to $17.3M. All of the this is in accordance with the Administrator's call to accelerate the ASDE-X implementation schedule.

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	Efficiency	Customer Results	Delivery Time	Normalized annual taxi-out savings in TY$
2005	?Efficiency	Mission and Business Results	Air Transportation	Normalized annual taxi-out savings in hours
2005	?Safety	Mission and Business Results	Air Transportation	Number of Category A&B Runway Incursions at the 35 ASDE-X airports since program start (FY04)
2005	?Safety	Processes and Activities	Errors	Number of OEs that caused A&B RWI at the 35 ASDE-X airports since program start (FY04)
2005	Safety	Technology	Availability	Number of unscheduled outage hours per system per year
2006	?Efficiency	Customer Results	Delivery Time	Normalized annual taxi-out savings in TY$
2006	?Efficiency	Mission and Business Results	Air Transportation	Normalized annual taxi-out savings in hours
2006	?Safety	Mission and Business Results	Air Transportation	Number of Category A&B Runway Incursions at the 35 ASDE-X airports since program start (FY04)

2006	?Safety	Processes and Activities	Errors	Number of OEs that caused A&B RWI at the 35 ASDE-X airports since program start (FY04)
2006	Safety	Technology	Availability	Number of unscheduled outage hours per system per year
2007	Efficiency	Customer Results	Delivery Time	Normalized annual taxi-out savings in TY$
2007	Efficiency	Mission and Business Results	Air Transportation	Normalized annual taxi-out savings in hours
2007	Safety	Mission and Business Results	Air Transportation	Number of Category A&B Runway Incursions at the 35 ASDE-X airports since program start (FY04)
2007	Safety	Processes and Activities	Cycle Time	Number of OEs that caused A&B RWI at the 35 ASDE-X airports since program start (FY04)
2007	Safety	Technology	Availability	Number of unscheduled outage hours per system per year
2008	?Efficiency	Customer Results	Delivery Time	Normalized annual taxi-out savings in TY$
2008	?Efficiency	Mission and Business Results	Air Transportation	Normalized annual taxi-out savings in hours
2008	?Safety	Mission and Business Results	Air Transportation	Number of Category A&B Runway Incursions at the 35 ASDE-X airports since program start (FY04)
2008	?Safety	Processes and Activities	Errors	Number of OEs that caused A&B RWI at the 35 ASDE-X airports since program start (FY04)
2008	Safety	Technology	Availability	Number of unscheduled outage hours per system per year
2009	?Efficiency	Customer Results	Delivery Time	Normalized annual taxi-out savings in TY$
2009	?Efficiency	Mission and Business Results	Air Transportation	Normalized annual taxi-out savings in hours
2009	?Safety	Mission and Business Results	Air Transportation	Number of Category A&B Runway Incursions at the 35 ASDE-X airports since program start (FY04)
2009	?Safety	Processes and Activities	Errors	Number of OEs that caused A&B RWI at the 35 ASDE-X airports since program start (FY04)
2009	Safety	Technology	Availability	Number of unscheduled outage hours per system per year
2010	?Efficiency	Customer Results	Delivery Time	Normalized annual taxi-out savings in TY$
2010	?Efficiency	Mission and Business Results	Air Transportation	Normalized annual taxi-out savings in hours
2010	?Safety	Mission and Business Results	Air Transportation	Number of Category A&B Runway Incursions at the 35 ASDE-X airports since program start (FY04)
2010	?Safety	Processes and Activities	Errors	Number of OEs that caused A&B RWI at the 35 ASDE-X airports since program start (FY04)
2010	Safety	Technology	Availability	Number of unscheduled outage hours per system per year
2011	?Efficiency	Customer Results	Delivery Time	Normalized annual taxi-out savings in TY$
2011	?Efficiency	Mission and Business Results	Air Transportation	Normalized annual taxi-out savings in hours
2011	?Safety	Mission and Business Results	Air Transportation	Number of Category A&B Runway Incursions at the 35 ASDE-X airports since program start (FY04)
2011	?Safety	Processes and Activities	Errors	Number of OEs that caused A&B RWI at the 35 ASDE-X airports since program start (FY04)
2011	Safety	Technology	Availability	Number of unscheduled outage hours per system per year
2012	?Efficiency	Customer Results	Delivery Time	Normalized annual taxi-out savings in TY$
2012	?Efficiency	Mission and Business Results	Air Transportation	Normalized annual taxi-out

				savings in hours
2012	?Safety	Mission and Business Results	Air Transportation	Number of Category A&B Runway Incursions at the 35 ASDE-X airports since program start (FY04)
2012	?Safety	Processes and Activities	Errors	Number of OEs that caused A&B RWI at the 35 ASDE-X airports since program start (FY04)
2012	Safety	Technology	Availability	Number of unscheduled outage hours per system per year
2013	?Efficiency	Customer Results	Delivery Time	Normalized annual taxi-out savings in TY$
2013	?Efficiency	Mission and Business Results	Air Transportation	Normalized annual taxi-out savings in hours
2013	?Safety	Mission and Business Results	Air Transportation	Number of Category A&B Runway Incursions at the 35 ASDE-X airports since program start (FY04)
2013	?Safety	Processes and Activities	Errors	Number of OEs that caused A&B RWI at the 35 ASDE-X airports since program start (FY04)
2013	Safety	Technology	Availability	Number of unscheduled outage hours per system per year
2014	?Efficiency	Customer Results	Delivery Time	Normalized annual taxi-out savings in TY$
2014	?Efficiency	Mission and Business Results	Air Transportation	Normalized annual taxi-out savings in hours
2014	?Safety	Mission and Business Results	Air Transportation	Number of Category A&B Runway Incursions at the 35 ASDE-X airports since program start (FY04)
2014	?Safety	Processes and Activities	Errors	Number of OEs that caused A&B RWI at the 35 ASDE-X airports since program start (FY04)
2014	Safety	Technology	Availability	Number of unscheduled outage hours per system per year

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.	