

Exhibit 300 FY2011

FAAXX456: ASR-9 Transmitter Modifications

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)	FAAXX456: ASR-9 Transmitter Modifications
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53.9. For all other, use agency ID system.	021-12-01-20-01-1010-00
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)	ASR-9 systems provide aircraft detection and weather information to air traffic controllers at the highest activity airports. The ASR-9 tracks all aircraft within its range and provides those tracks, as well as six-level weather intensity information, to terminal automation systems and utilized by air traffic controllers to safely and efficiently separate aircraft in the terminal environment. The ASR-9 provides data to AMASS and ASDE-X, which are used for surface surveillance to reduce the likelihood of runway incursions. The purpose of the investment is to address the most troublesome components within the ASR-9 transmitter - the modulator pulse assembly, trigger amplifier, and post charge regulator - in order to ensure that the current level of system availability and reliability is maintained. The Modulator Pulse Assembly (MPA) and related components are responsible for up to 50% of the failures associated with the transmitter, and thus this subassembly is considered the greatest single risk to system reliability and availability. Without these modifications to the ASR-9 transmitter, the ASR-9 will continue to experience decreasing reliability and availability over time. The cost of technology refresh has been determined to be more cost-effective than acquiring full replacement systems, because the current system performance is sufficient in meeting both the safety and capacity needs of the nation's air traffic system at major airports. The proposed investment assumes the solution has an economic service life of 20 years. This investment encompasses a mixed life cycle in both the solution development and operations and maintenance phases of the FAA's Acquisition Management System (equivalent to the Control and Evaluate Phases of CPIC). The baseline, based on the June 2005 JRC decision approving the investment, reflects the activities necessary to perform the design, development, production and installation of the MPA modification to the ASR-9 transmitter. Based on a successful Critical Design Review a production decision was obtained in December 2005. Currently, the system has successfully completed testing and production authorization has been granted. Implementation began in December 2007 and is scheduled to be completed in 2010. An operational analysis will be scheduled after MPA modifications are complete.
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)	There has been no approved rebaselining in the past year. Alternatives Analysis: 6/30/2004; Risk Mgmt Plan: 7/14/2008; Risk Register is used at monthly program reviews with the Risk Board
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?	2005-06-30
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	\$7.200	\$0.000	\$0.000	\$0.000
Acquisition	\$53.200	\$3.300	\$1.400	\$0.000
Subtotal Planning and Acquisition	\$60.400	\$3.300	\$1.400	\$0.000
Operations and Maintenance	\$0.149	\$0.284	\$0.442	\$0.583
Disposition Costs (Optional)	\$0.000	\$0.000	\$0.000	\$0.000
SUBTOTAL	\$60.549	\$3.584	\$1.842	\$0.583
Government FTE Costs	\$6.075	\$1.092	\$1.161	\$1.288
TOTAL	\$66.624	\$4.676	\$3.003	\$1.871

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	37	7	7	7

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) No changes made.

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 Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages
2005	Mobility	Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages
2005	Mobility	Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs
2005	Mobility	Technology	Reliability	Reduce Mean Time To Repair
2005	Mobility	Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages
2006	Mobility	Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages
2006	Mobility	Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages
2006	Mobility	Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs
2006	Mobility	Technology	Reliability	Reduce Mean Time To Repair
2006	Mobility	Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages
2007	Mobility	Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages
2007	Mobility	Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages
2007	Mobility	Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs
2007	Mobility	Technology	Reliability	Reduce Mean Time To Repair
2007	Mobility	Technology	Availability	Reduce hours of unscheduled

				ASR-9 equipment outages
2008	Mobility	Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages
2008	Mobility	Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages
2008	Mobility	Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs
2008	Mobility	Technology	Reliability	Reduce Mean Time To Repair
2008	Mobility	Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages
2009	Mobility	Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages
2009	Mobility	Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages
2009	Mobility	Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs
2009	Mobility	Technology	Reliability	Reduce Mean Time To Repair
2009	Mobility	Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages
2010	Mobility	Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages
2010	Mobility	Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages
2010	Mobility	Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs
2010	Mobility	Technology	Reliability	Reduce Mean Time To Repair
2010	Mobility	Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages
2011	Mobility	Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages
2011	Mobility	Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages
2011	Mobility	Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs
2011	Mobility	Technology	Reliability	Reduce Mean Time To Repair
2011	Mobility	Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages
2012	Mobility	Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages
2012	Mobility	Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages
2012	Mobility	Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs
2012	Mobility	Technology	Reliability	Reduce Mean Time To Repair
2012	Mobility	Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages
2013	Mobility	Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages
2013	Mobility	Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages
2013	Mobility	Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs
2013	Mobility	Technology	Reliability	Reduce Mean Time To Repair
2013	Mobility	Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages
2014	Mobility	Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages
2014	Mobility	Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages
2014	Mobility	Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs
2014	Mobility	Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages

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 (CPI) 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.