Exhibit 300 FY2011

FAAXX610: Aviation Safety Knowledge Management (ASKME/AVS)

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)	FAAXX610: Aviation Safety Knowledge Management (ASKME/AVS)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53.9. For all other, use agency ID system.	021-12-01-14-01-1290-00
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 Aviation Safety Knowledge Management Environment (ASKME) provides the FAA's Office of Aviation Safety (AVS) Aircraft Certification Service (AIR) workforce of aviation safety professionals with a repository of critical safety technical information and data, as well as with a set of knowledge management and analysis tools for knowledge collection, dissemination and analysis. The goal is to enable a proactive approach to safety management by identifying potential safety risks in advance, avoiding exposure of risks to the traveling public. ASKME will provide a web-based knowledge management portal, collaboration, predictive safety data analysis, integrated data management and reporting, and AIR process execution tools. ASKME contributes to DOT and FAA goals of Safety and Org Excellence by providing tools & technologies to support AIR's safety workforce. FAA goals align to the DOT goals of: Safety, Global Connectivity, and Org Excellence. FAA G1: Increased Safety; Strategy: Reduce commercial airline fatal accident rate; Strategy Detail: Cut the rate of fatalities per 100 million persons on board in half by FY25. FAA G3: International Leadership; Strategy: Promote improved safety and regulatory oversight in cooperation with bilateral, regional, and multilateral aviation partners. FAA G4: Org Excellence; Strategy: Make decisions based on reliable data to improve our overall performance and customer satisfaction.; Strategy Detail: By FY08, ensure that 90% of major system acquisition investments are on schedule and within 10% of annual budget and maintain through FY12. The FY11 request for funds will support the following: Electronic Filing Service Historical scanning-Second year Work Tracking Software Risk Based Resource tracking RBRT-evaluation of solution for the RBRT Sub-Function Monitor safety related Data-Oversee System performance Internal and External MSRD-OSPi and OSPe Assimilate Lessons Learned-Finish development activities and evaluate solution for all Sub-Functions Design supervision/Past performance sub function DS/PP;complete development activities and deploy Work Tracking Software-Work Activity tracking WTS-WAT start and begin development.

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 was no approved rebaselining in the past year. The alternatives analysis is dated 5/9/2007, and the risk management plan is dated 8/15/2008. ASKME also uses an extensive risk register as part of its standard project management process.
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?	2007-06-20

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	$1.331	$0.000	$0.000	$0.000
Acquisition	$9.369	$7.900	$8.100	$14.800
Subtotal Planning and Acquisition	$10.700	$7.900	$8.100	$14.800
Operations and Maintenance	$0.000	$0.044	$0.184	$0.260
Disposition Costs (Optional)	$0.000	$0.000	$0.000	$0.000
SUBTOTAL	$10.700	$7.944	$8.284	$15.060
Government FTE Costs	$3.338	$1.146	$1.170	$1.405
TOTAL	$14.038	$9.090	$9.454	$16.465

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	21	8	8	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)	Funding that will be used for Planning of future Acquisition work has been identified in the CPAF-1 BY10 Exhibit 300 contracts table. Contract includes planning costs and future tasks in support of the next ASKME JRC baseline decision.

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
2006	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2007	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2008	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2009	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.

2010	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2011	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2012	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2013	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2014	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2015	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2016	Organizational Excellence	Customer Results	Integration	Number of AIR business processes (based on AVS Quality Mgmt System documented processes) integrated into AVS enterprise architecture and Aviation Safety Knowledge Mgmt Environment.
2006	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2007	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2008	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2009	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2010	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2011	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2012	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2013	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.

2014	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2015	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2016	Organizational Excellence	Mission and Business Results	Workforce Planning	Percentage of AIR work to which Risk Based Resource Targeting is applied to determine planned work.
2006	Organizational Excellence	Processes and Activities	Cycle Time	Cycle Time replaced with Knowledge Management. Metric is number of months to develop, prototype, and deploy training for AIR safety employees.
2007	Organizational Excellence	Processes and Activities	Cycle Time	Cycle Time replaced with Knowledge Management. Metric is number of months to develop, prototype, and deploy training for AIR safety employees.
2008	Organizational Excellence	Processes and Activities	Cycle Time	Cycle Time replaced with Knowledge Management. Metric is number of months to develop, prototype, and deploy training for AIR safety employees.
2009	Organizational Excellence	Processes and Activities	Cycle Time	Cycle Time replaced with Knowledge Management. Metric is number of months to develop, prototype, and deploy training for AIR safety employees.
2007	Organizational Excellence	Processes and Activities	Knowledge Management	This measure replaces the Cycle Time measure. Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2008	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2009	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
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2011	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2012	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2013	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-

				learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2014	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2015	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2016	Organizational Excellence	Processes and Activities	Knowledge Management	Percentage of e-learning/blended learning assets using FAA metadata tags such that ASKME will be able to leverage these knowledge assets in its integrated environment.
2007	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
2008	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
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2014	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
2015	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.

2016	Organizational Excellence	Technology	Functionality	The amount of functionality included into the ASKME environment as a percentage of the total functionality identified as necessary to meet the full ASKME benefits.
2006	Safety	Technology	Accessibility	MEASURE REPLACED by FUNCTIONALITY MEASURE. Number of Safety Document types electronically available in the AIR Knowledge Mgmt Environment.
2007	Safety	Technology	Accessibility	MEASURE REPLACED by FUNCTIONALITY MEASURE. Number of Safety Document types electronically available in the AIR Knowledge Mgmt Environment.
2008	Safety	Technology	Accessibility	MEASURE REPLACED by FUNCTIONALITY MEASURE. Number of Safety Document types electronically available in the AIR Knowledge Mgmt Environment.
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2012	Safety	Technology	Accessibility	MEASURE REPLACED by FUNCTIONALITY MEASURE. Number of Safety Document types electronically available in the AIR Knowledge Mgmt Environment.

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.	