

Exhibit 300 FY2011

FAAXX612: System Approach for Safety Oversight (SASO/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)	FAAXX612: System Approach for Safety Oversight (SASO/AVS)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53.9. For all other, use agency ID system.	021-12-01-14-01-1050-00
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.	Full Acquisition
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)	
Summary: The SASO Program is Flight Standards (AFS) response to FAA Flight Plan goals to increase safety and control cost and to the International Civil Aviation Organization (ICAO) mandate to establish a Safety Management System (SMS). To accomplish the above, SASO is reengineering its business processes and developing an AFS SMS that will increase safety and control cost. The difference between the current "regulatory compliance based" AFS business processes and systems and the reengineered AFS business processes and SMS is the performance gap SASO is closing. The scope of the investment includes reengineering 1000+ AFS business processes and revising 56 AFS applications to produce an integrated AFS SMS that serves 4,800 FAA Aviation Safety employees, in 8 regions, at more than 120 headquarters and field offices, and more than 25,000 aviation industry professionals managing aviation safety throughout the United States. By the end of FY2022 SASO expects to reduce the fatal air carrier accident rate by 80% to 0.010 per 100,000 departures (i.e. 1 fatal accident per 10 million departures) and reduce the average number of fatal general aviation accidents to 327 per year. By so doing, SASO will save the FAA an estimated \$426,266,000 in labor and IT; and save the aviation industry an estimated \$715,200,000. Status: SASO has successfully completed Useful Segment 2 in the CPIC Control Phase of a 20-year initiative, consisting of 4 Useful Segments: Segment Phase Duration Status Funding Useful Segment 1 (Planning) Select FY03-FY05 Complete O&M Useful Segment 2 (Engineering) Control FY06-FY09 Ongoing F&E Useful Segment 3 (Implementation) Control FY10-FY13 Approved Funded Useful Segment 4 (In-Service Mgt) Evaluate FY14-FY22 Pending Unfunded The FAA made a final investment decision and approved funding for the first four years of SASO Useful Segment 3 on September 26, 2008. Useful Segment 3 focuses on automation and implementation of the business processes reengineered during Useful Segment 2. SASO is in full acquisition mode, O&M activities and costs are not expected to start until 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)	Alternatives Analysis (3/26/2009), Risk Management Plan (2/19/2009) and Risk Register (7/3/2009)
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?	2008-09-26
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	\$14.152	\$3.000	\$1.716	\$2.593
Acquisition	\$46.808	\$14.300	\$20.000	\$23.400
Subtotal Planning and Acquisition	\$60.960	\$17.300	\$21.716	\$25.993
Operations and Maintenance	\$0.000	\$0.000	\$0.000	\$0.000
Disposition Costs (Optional)	\$0.000	\$0.000	\$0.000	\$0.000
SUBTOTAL	\$60.960	\$17.300	\$21.716	\$25.993
Government FTE Costs	\$3.302	\$0.695	\$0.865	\$0.896
TOTAL	\$64.262	\$17.995	\$22.581	\$26.889

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	27	5	5	5

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 the BY2010 submission the SASO Program had planned for an increase in program scope, which the SOS table reflected. The scope change was moving the responsibility for the development of a Safety Assurance System (SAS) from a small FAA organization known as Flight Standards Service (AFS) and moving it to a much larger FAA organization known as the Office of Aviation Safety (AVS). Since the BY2010 submission, FAA leadership has made the decision that SASO's scope would not be expanded and would remain with the original responsibility only for AFS. As a result the request for F&E funding after FY2013 has been eliminated and the SASO program will be entering a Steady State function receiving only OPS funding starting in FY2014.

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	Customer Impact or Burden	FAA Strategic Goal # 4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings.
2006	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal # 1: Increased Safety. Reduce commercial aviation fatal accident rate. FAA Objective. Reduce the number of fatal accidents in general aviation
2006	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2006	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate System Safety.

2006	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of inefficient non-system-safety-based based aviation safety inspections).
2006	Safety	Technology	User Requirements	FAA Strategic Goal #1: Increased Safety. Percentage of System Safety functions automated.
2006	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2007	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal #4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2007	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal #1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2007	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2007	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2007	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of inefficient non-system-safety-based aviation safety inspections).
2007	Safety	Technology	User Requirements	FAA Strategic Goal #1: Increased Safety. Percentage of system safety functions automated. Number of system safety requirements defined.
2007	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2008	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal #4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2008	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal #1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2008	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2008	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2008	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of inefficient non-system-safety-based aviation

				safety inspections.
2008	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2008	Safety	Technology	User Requirements	FAA Strategic Goal #1: Increased Safety. Percentage of System Safety functions automated. Number of system safety requirements defined.
2009	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal #4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2009	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal #1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2009	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2009	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2009	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of inefficient non-system-safety-based aviation safety inspections).
2009	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2009	Safety	Technology	User Requirements	FAA Strategic Goal #1: Increased Safety. Percentage of system safety functions automated. Number of system safety requirements defined.
2010	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal #4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2010	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal #1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2010	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2010	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2010	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of inefficient non-system-safety-based aviation safety inspections).
2010	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety. Percentage

				of aviation safety data shared between FAA and the aviation industry.
2010	Safety	Technology	User Requirements	FAA Strategic Goal #1: Increased Safety. Percentage of system safety functions automated. Number of system safety requirements defined.
2011	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal #4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2011	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal #1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2011	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2011	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2011	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of inefficient non-system-safety-based aviation safety inspections).
2011	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety Percentage of aviation safety data shared between FAA and the aviation industry.
2011	Safety	Technology	User Requirements	FAA Strategic Goal #1: Increased Safety. Percentage of system safety functions automated. Number of system safety requirements defined.
2012	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal #4 Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2012	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal #1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2012	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal #1: Increased Safety. Cycle Time (i.e. average time to conduct an aviation system safety audit).
2012	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal #1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2012	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of inefficient non-system-safety-based aviation safety inspections).
2012	Safety	Technology	Interoperability	FAA Strategic Goal #1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.

2012	Safety	Technology	User Requirements	FAA Strategic Goal #1: Increased Safety. Percentage of system safety functions automated. Number of system safety requirements defined.
2013	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal # 4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2013	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal # 1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2013	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal # 1: Increased Safety. Cycle Time. (i.e. average time to conduct an aviation system safety audit)
2013	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal # 1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2013	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of inefficient non-system-safety-based aviation safety inspections).
2013	Safety	Technology	Interoperability	FAA Strategic Goal # 1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2013	Safety	Technology	User Requirements	FAA Strategic Goal # 1: Increased Safety. Percentage of system safety functions automated). Number of system safety requirements defined.
2014	Organizational Excellence	Customer Results	Customer Impact or Burden	FAA Strategic Goal # 4: Organizational Excellence. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings. Cost of aviation safety inspections to taxpayer.
2014	Safety	Mission and Business Results	Air Transportation	FAA Strategic Goal # 1: Increased Safety. Reduce commercial aviation fatal accident rate. Reduce the number of fatal accidents in general aviation.
2014	Safety	Processes and Activities	Cycle Time	FAA Strategic Goal # 1: Increased Safety. Cycle Time. (i.e. average time to conduct an aviation system safety audit)
2014	Safety	Processes and Activities	Innovation and Improvement	FAA Strategic Goal # 1: Increased Safety. Percentage of oversight processes reengineered to incorporate system safety.
2014	Safety	Processes and Activities	Efficiency	FAA Strategic Goal #1: Increased Safety. Productivity (i.e. number of inefficient non-system-safety-based aviation safety inspections).
2014	Safety	Technology	Interoperability	FAA Strategic Goal # 1: Increased Safety. Percentage of aviation safety data shared between FAA and the aviation industry.
2014	Safety	Technology	User Requirements	FAA Strategic Goal # 1: Increased Safety. Percentage of system safety functions

				automated). Number of system safety requirements defined.
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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
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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.