

Exhibit 300 FY2011

FAAXX704: Automatic Dependent Surveillance-Broadcast (ADS-B)

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)	FAAXX704: Automatic Dependent Surveillance-Broadcast (ADS-B)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53.9. For all other, use agency ID system.	021-12-01-20-01-1230-00
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 Surveillance and Broadcast Services Program (SBS) contributes to the achievement of the FAA's Flight plan goal to "provide increased capacity in the United States airspace system that reduces congestion and meets projected demand." The SBS program is responsible for implementing Automatic Dependant Surveillance-Broadcast (ADS-B) a space based air traffic control and surveillance system that is designed to improve air traffic information for the use of pilots and air traffic controllers (ATCs) enabling better situational awareness using more accurate, and timely data. Currently the National Airspace System (NAS) is monitored primarily through the use of radar, a surveillance system that is essentially a product of 1940's World War II technology. While the system is the safest it's ever been, there is much evidence that the current surveillance technology will be outpaced by increased air traffic demand. The current Terminal Area Forecast projects an increase from 740 million in 2007 to 1 billion passengers on national carriers alone by 2015. Estimates show a projected increase of international flights by 70% in that same timeframe. By 2025 the numbers are forecasted to nearly double. ADS-B enables surveillance coverage in areas that were not technically feasible such as mountainous regions and areas where radar coverage did not exist such as the Gulf of Mexico and remote areas in Alaska. ADS-B is designed to increase real-time situational awareness in the cockpit, freeing the system of much of the ground-based hardware and procedures. Both pilots and ATCs will see radar-like displays with highly accurate traffic data from satellites, displays that update in real time and don't degrade with distance or terrain. The system will also give pilots access to weather services, terrain maps and flight information services. The improved awareness means that pilots will be able to fly closer together with the same margin of safety and less assistance from ATCs, resulting in significant increases in airspace capacity and more efficient processes. ADS-B in addition to providing a more accurate surveillance system will also serve as the infrastructure for additional services in support of the FAA's Next Generation Air Transportation System (NextGen). The ADS-B infrastructure is scheduled to be completed and operational in FY 2014 when it will become steady state and paid for with DME funding to cover Service Fees through the end of the program in 2035.
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)	No rebaselining has occurred for this program. The Alternatives Analysis is dated 08/27/2007. The Risk Management Plan was updated on 11/26/2008. The Risk Register was updated on 08/20/2009.
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?	2007-08-27
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	\$9.900	\$0.000	\$0.000	\$0.000
Acquisition	\$204.400	\$305.900	\$200.400	\$175.200
Subtotal Planning and Acquisition	\$214.300	\$305.900	\$200.400	\$175.200
Operations and Maintenance	\$3.441	\$2.938	\$4.618	\$5.040
Disposition Costs (Optional)	\$0.000	\$0.000	\$0.000	\$0.000
SUBTOTAL	\$217.741	\$308.838	\$205.018	\$180.240
Government FTE Costs	\$16.757	\$7.577	\$6.809	\$6.646
TOTAL	\$234.498	\$316.415	\$211.827	\$186.886

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	113	48	41	38

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)

Since last year's annual submission, the Summary of Spending table now includes the \$6.8M Congressional add for 3 nautical mile separation in FY09. There is no impact to the program schedule. The activities have been incorporated into the current schedule and will not affect the critical path. This funding was documented in a Baseline Management Notice (BMN) on August 19, 2009 and incorporated to the program's baseline. Additionally, in this year's OST passback for FY 2011 an additional \$125M was identified for acceleration of ADS-B. Once the funds are approved and added to the program's baseline they will be added to the Summary of Spending table and table II.A.1.

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	Reduced Congestion	Processes and Activities	Efficiency	Develop and Validate performance baseline and metrics.
2006	Reduced Congestion	Technology	Accessibility	Develop and Validate performance baseline and metrics.
2006	Reduced Congestion	Technology	Data Reliability and Quality	Develop and Validate performance baseline and metrics.
2006	Reduced Congestion	Technology	Availability	Develop and Validate performance baseline and metrics.
2006	Reduced Congestion	Technology	Data Reliability and Quality	Develop and Validate performance baseline and metrics.
2006	Reduced Congestion	Technology	Availability	Develop and Validate performance baseline and metrics.
2007	Safety	Customer Results	Customer Impact or Burden	CONUS, HI and Caribbean Controlled Flight into Terrain.

				Weather-related, and Mid-air Accident Costs from fatalities, injuries, and aircraft damage for equipped aircraft
2007	Safety	Customer Results	Customer Impact or Burden	Alaska Part 91 and Part 135 Aviation Accident Costs from fatalities, injuries, and aircraft damage
2007	Reduced Congestion	Customer Results	Customer Impact or Burden	CDTI carrier operations: Airborne delay of equipped flights at Louisville International Airport during marginal visual instrument conditions
2007	Safety	Mission and Business Results	Air Transportation	5-year average of CFIT accident rate, Weather-related accident rate and Mid-Air Collision rate for Part 91 and Part 135 operations in CONUS, HI, and Caribbean (2003-2007)
2007	Safety	Mission and Business Results	Air Transportation	Alaska Accident Rate 5-year average for Part 91 and Part 135 operations (2003-2007)
2007	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: FIS-B latency
2007	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: TIS-B latency
2007	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-R latency
2007	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-B latency
2007	Safety	Processes and Activities	Efficiency	Time for aircrew to acquire proximate traffic information. Technical Performance Measures modeling results for 2007/2008 will further define additional TPMs for future years
2007	Safety	Processes and Activities	Efficiency	Time for aircrew to acquire weather information. Technical Performance Measures modeling results for 2007/2008 will further define additional TPMs for future years.
2007	Reduced Congestion	Technology	Accessibility	Expansion of Broadcast Services: Percent of GA NAS-wide operations inside FIS-B and TIS-B coverage areas
2007	Safety	Technology	Accessibility	Percent of Alaska "CAPSTONE" operations inside FIS-B coverage areas
2007	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: Percent of FIS-B service availability
2007	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: Percent of TIS-B service availability
2007	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: ADS-R service availability
2008	Safety	Customer Results	Customer Impact or Burden	CONUS, HI and Caribbean Controlled Flight into Terrain, Weather-related, and Mid-air Accident Costs from fatalities, injuries, and aircraft damage for equipped aircraft
2008	Safety	Customer Results	Customer Impact or Burden	Alaska Part 91 and Part 135 Aviation Accident Costs from fatalities, injuries, and aircraft damage
2008	Safety	Mission and Business Results	Air Transportation	5-year average of CFIT accident rate, Weather-related accident rate and Mid-Air Collision rate for Part 91 and Part 135 operations in CONUS, HI, and Caribbean (2004-2008)
2008	Safety	Mission and Business Results	Air Transportation	Alaska Aviation Accident Rate 5-year average for Part 91 and Part 135 operations(2004-2008)
2008	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast

				Services: FIS-B latency
2008	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: TIS-B latency
2008	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-R latency
2008	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-B latency
2008	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire proximate traffic information. Technical Performance Measures modeling results for 2007/2008 will further define additional TPMs for future years.
2008	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire weather information. Technical Performance Measures modeling results for 2007/2008 will further define additional TPMs for future years.
2008	Reduced Congestion	Technology	Accessibility	Expansion of Broadcast Services: Percent of GA NAS-wide operations inside FIS-B and TIS-B coverage areas
2008	Safety	Technology	Accessibility	Percent of Alaska operations inside FIS-B coverage areas
2008	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: Percent of FIS-B service availability
2008	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: Percent of TIS-B service availability
2008	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: ADS-R service availability
2009	Safety	Customer Results	Customer Impact or Burden	CONUS, HI and Caribbean Controlled Flight into Terrain, Weather-related, and Mid-air Accident Costs from fatalities, injuries, and aircraft damage for equipped aircraft
2009	Safety	Customer Results	Customer Impact or Burden	Alaska Part 91 and Part 135 Aviation Accident Costs from fatalities, injuries, and aircraft damage
2009	Safety	Mission and Business Results	Air Transportation	5-year average of CFIT accident rate, Weather-related accident rate and Mid-Air Collision rate for Part 91 and Part 135 operations in CONUS, HI, and Caribbean (2005-2009)
2009	Safety	Mission and Business Results	Air Transportation	Alaska Aviation Accident Rate 5-year average for Part 91 and Part 135 operations (2005-2009)
2009	Reduced Congestion	Mission and Business Results	Air Transportation	CDTI carrier operations: Airborne delay of equipped flights at Louisville International Airport during marginal visual instrument conditions
2009	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: FIS-B latency
2009	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: TIS-B latency
2009	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-R latency
2009	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-B latency
2009	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire proximate traffic information.
2009	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire weather information
2009	Safety	Technology	Accessibility	Expansion of Broadcast Services: Percent of GA NAS-wide operations inside FIS-B and TIS-B coverage areas
2009	Safety	Technology	Accessibility	Percent of Alaska operations inside FIS-B coverage areas
2009	Reduced Congestion	Technology	Availability	Expansion of Broadcast

				Services: FIS-B service availability
2009	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: TIS-B service availability
2009	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: ADS-R service availability
2010	Safety	Customer Results	Customer Impact or Burden	CONUS, HI and Caribbean Controlled Flight into Terrain, Weather-related, and Mid-air Accident Costs from fatalities, injuries, and aircraft damage for equipped aircraft
2010	Safety	Customer Results	Customer Impact or Burden	Alaska Part 91 and Part 135 Aviation Accident Costs from fatalities, injuries, and aircraft damage
2010	Reduced Congestion	Customer Results	Customer Impact or Burden	Gulf of Mexico, Low-altitude: Average passenger delay of IFR flights in low-altitude sector during IMC conditions
2010	Reduced Congestion	Customer Results	Customer Impact or Burden	CDTI carrier operations: Difference in average airborne delay at Louisville International Airport between marginal visual meteorological conditions and visual meteorological conditions
2010	Safety	Mission and Business Results	Air Transportation	5-year average of CFIT accident rate, Weather-related accident rate and Mid-Air Collision rate for Part 91 and Part 135 operations in CONUS, HI, and Caribbean (2006-2010)
2010	Safety	Mission and Business Results	Air Transportation	Alaska Aviation Accident Rate 5-year average for Part 91 and Part 135 operations(2006-2010)
2010	Reduced Congestion	Mission and Business Results	Air Transportation	Gulf of Mexico, Low-altitude: Average block delay of IFR flights in low-altitude sector during IMC conditions
2010	Reduced Congestion	Mission and Business Results	Air Transportation	CDTI carrier operations: Difference in average airborne delay at Louisville International Airport between marginal visual meteorological conditions and visual meteorological conditions
2010	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: FIS-B latency
2010	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: TIS-B latency
2010	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-R Latency
2010	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-B surveillance latency
2010	Reduced Congestion	Processes and Activities	Cycle Time	CDTI carrier operations & Gulf of Mexico - Low & high altitude: Terminal ATC surveillance application latency
2010	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire proximate traffic information.
2010	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire weather information
2010	Reduced Congestion	Processes and Activities	Efficiency	CDTI carrier applications: Effective capacity of Louisville International Airport during marginal visual instrument conditions
2010	Reduced Congestion	Processes and Activities	Efficiency	Gulf of Mexico, Low-altitude: IFR capacity of low-altitude sector after improved services (communications, weather, surveillance)
2010	Safety	Technology	Availability	Gulf of Mexico, Low-altitude: Availability of upgraded communications and weather stations in low-altitude Gulf of Mexico sector

2010	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: FIS-B service availability
2010	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: TIS-B service availability
2010	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: ADS-R service availability
2010	Reduced Congestion	Technology	Availability	CDTI carrier operations & Gulf of Mexico - Low & high altitude: ADS-B service availability
2010	Safety	Technology	Accessibility	Expansion of Broadcast Services: Percent of GA NAS-wide operations inside FIS-B and TIS-B coverage areas
2010	Safety	Technology	Accessibility	Percent of Alaska operations inside FIS-B coverage areas
2011	Reduced Congestion	Customer Results	Customer Impact or Burden	CONUS, HI and Caribbean Controlled Flight into Terrain, Weather-related, and Mid-air Accident Costs from fatalities, injuries, and aircraft damage for equipped aircraft
2011	Safety	Customer Results	Customer Impact or Burden	Alaska Part 91 and Part 135 Aviation Accident Costs from fatalities, injuries, and aircraft damage
2011	Reduced Congestion	Customer Results	Customer Impact or Burden	Gulf of Mexico, Low-altitude: Average passenger delay of IFR flights in low-altitude sector during IMC conditions
2011	Reduced Congestion	Customer Results	Customer Impact or Burden	CDTI carrier operations: Airborne delay of equipped flights at Louisville International Airport during marginal visual instrument conditions
2011	Safety	Mission and Business Results	Air Transportation	5-year average of CFIT accident rate, Weather-related accident rate and Mid-Air Collision rate for Part 91 and Part 135 operations in CONUS, HI, and Caribbean (2007-2011)
2011	Safety	Mission and Business Results	Air Transportation	Alaska Aviation Accident Rate 5-year average for Part 91 and Part 135 operations(2007-2011)
2011	Reduced Congestion	Mission and Business Results	Air Transportation	Gulf of Mexico, Low-altitude: Average block delay of IFR flights in low-altitude sector during IMC conditions
2011	Reduced Congestion	Mission and Business Results	Air Transportation	CDTI carrier operations: Airborne delay of equipped flights at Louisville International Airport during marginal visual instrument conditions
2011	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: FIS-B latency
2011	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: TIS-B latency
2011	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-R Latency
2011	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-B surveillance latency
2011	Reduced Congestion	Processes and Activities	Cycle Time	CDTI carrier operations & Gulf of Mexico - Low & high altitude: Terminal ATC surveillance application latency
2011	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire proximate traffic information.
2011	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire weather information
2011	Reduced Congestion	Processes and Activities	Efficiency	CDTI carrier applications: Effective capacity of Louisville International Airport during marginal visual instrument conditions
2011	Reduced Congestion	Processes and Activities	Efficiency	Gulf of Mexico, Low-altitude: IFR capacity of low-altitude

				sector after improved services (communications, weather, surveillance)
2011	Safety	Technology	Availability	Gulf of Mexico, Low-altitude: Availability of upgraded communications and weather stations in low-altitude Gulf of Mexico sector
2011	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: FIS-B service availability
2011	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: TIS-B service availability
2011	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: ADS-R service availability
2011	Reduced Congestion	Technology	Availability	CDTI carrier operations & Gulf of Mexico - Low & high altitude: ADS-B service availability
2011	Safety	Technology	Accessibility	Expansion of Broadcast Services: Percent of GA NAS-wide operations inside FIS-B and TIS-B coverage areas
2011	Safety	Technology	Accessibility	Percent of Alaska operations inside FIS-B coverage areas
2012	Safety	Customer Results	Customer Impact or Burden	CONUS, HI and Caribbean Controlled Flight into Terrain, Weather-related, and Mid-air Accident Costs from fatalities, injuries, and aircraft damage for equipped aircraft
2012	Safety	Customer Results	Customer Impact or Burden	Alaska Part 91 and Part 135 Aviation Accident Costs from fatalities, injuries, and aircraft damage
2012	Reduced Congestion	Customer Results	Customer Impact or Burden	Gulf of Mexico, Low-altitude: Average passenger delay of IFR flights in low-altitude sector during IMC conditions
2012	Reduced Congestion	Customer Results	Customer Impact or Burden	CDTI carrier operations: Airborne delay of equipped flights at Louisville International Airport during marginal visual instrument conditions
2012	Safety	Mission and Business Results	Air Transportation	5-year average of CFIT accident rate, Weather-related accident rate and Mid-Air Collision rate for Part 91 and Part 135 operations in CONUS, HI, and Caribbean (2008-2012)
2012	Safety	Mission and Business Results	Air Transportation	Alaska Aviation Accident Rate 5-year average for Part 91 and Part 135 operations(2008-2012)
2012	Reduced Congestion	Mission and Business Results	Air Transportation	Gulf of Mexico, Low-altitude: Average block delay of IFR flights in low-altitude sector during IMC conditions
2012	Reduced Congestion	Mission and Business Results	Air Transportation	CDTI carrier operations: Airborne delay of equipped flights at Louisville International Airport during marginal visual instrument conditions
2012	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: FIS-B latency
2012	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: TIS-B latency
2012	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-R Latency
2012	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-B surveillance latency
2012	Reduced Congestion	Processes and Activities	Cycle Time	CDTI carrier operations & Gulf of Mexico - Low & high altitude: Terminal ATC surveillance application latency
2012	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire proximate traffic information.
2012	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire

				weather information
2012	Reduced Congestion	Processes and Activities	Efficiency	CDTI carrier applications: Effective capacity of Louisville International Airport during marginal visual instrument conditions
2012	Reduced Congestion	Processes and Activities	Efficiency	Gulf of Mexico, Low-altitude: IFR capacity of low-altitude sector after improved services (communications, weather, surveillance)
2012	Safety	Technology	Availability	Gulf of Mexico, Low-altitude: Availability of upgraded communications and weather stations in low-altitude Gulf of Mexico sector
2012	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: FIS-B service availability
2012	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: ADS-R service availability
2012	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: ADS-R service availability
2012	Reduced Congestion	Technology	Availability	CDTI carrier operations & Gulf of Mexico - Low & high altitude: ADS-B service availability
2012	Safety	Technology	Accessibility	Expansion of Broadcast Services: Percent of GA NAS-wide operations inside FIS-B and TIS-B coverage areas
2012	Safety	Technology	Accessibility	Percent of Alaska operations inside FIS-B coverage areas
2013	Safety	Customer Results	Customer Impact or Burden	CONUS, HI and Caribbean Controlled Flight into Terrain, Weather-related, and Mid-air Accident Costs from fatalities, injuries, and aircraft damage for equipped aircraft
2013	Safety	Customer Results	Customer Impact or Burden	Gulf of Mexico, Low-altitude: Average passenger delay of IFR flights in low-altitude sector during IMC conditions
2013	Safety	Customer Results	Customer Impact or Burden	CDTI carrier operations: Airborne delay of equipped flights at Louisville International Airport during marginal visual instrument conditions
2013	Safety	Mission and Business Results	Air Transportation	5-year average of CFIT accident rate, Weather-related accident rate and Mid-Air Collision rate for Part 91 and Part 135 operations in CONUS, HI, and Caribbean (2009-2013)
2013	Safety	Mission and Business Results	Air Transportation	Alaska Aviation Accident Rate 5-year average for Part 91 and Part 135 operations(2009-2013)
2013	Reduced Congestion	Mission and Business Results	Air Transportation	Gulf of Mexico, Low-altitude: Average block delay of IFR flights in low-altitude sector during IMC conditions
2013	Reduced Congestion	Mission and Business Results	Air Transportation	CDTI carrier operations: Airborne delay of equipped flights at Louisville International Airport during marginal visual instrument conditions
2013	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: FIS-B latency
2013	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: TIS-B latency
2013	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-R Latency
2013	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-B surveillance latency
2013	Reduced Congestion	Processes and Activities	Cycle Time	CDTI carrier operations & Gulf of Mexico - Low & high altitude: Terminal ATC surveillance

				application latency
2013	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire proximate traffic information.
2013	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire weather information
2013	Reduced Congestion	Processes and Activities	Efficiency	CDTI carrier applications: Effective capacity of Louisville International Airport during marginal visual instrument conditions
2013	Reduced Congestion	Processes and Activities	Efficiency	Gulf of Mexico, Low-altitude: IFR capacity of low-altitude sector after improved services (communications, weather, surveillance)
2013	Safety	Technology	Availability	Gulf of Mexico, Low-altitude: Availability of upgraded communications and weather stations in low-altitude Gulf of Mexico sector
2013	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: FIS-B service availability
2013	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: TIS-B service availability
2013	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: ADS-R service availability
2013	Reduced Congestion	Technology	Availability	CDTI carrier operations & Gulf of Mexico - Low & high altitude: ADS-B service availability
2013	Safety	Customer Results	Customer Impact or Burden	Alaska Part 91 and Part 135 Aviation Accident Costs from fatalities, injuries, and aircraft damage
2013	Safety	Technology	Accessibility	Expansion of Broadcast Services: Percent of GA NAS-wide operations inside FIS-B and TIS-B coverage areas
2013	Safety	Technology	Accessibility	Percent of Alaska operations inside FIS-B coverage areas
2014	Safety	Customer Results	Customer Impact or Burden	CONUS, HI and Caribbean Controlled Flight into Terrain, Weather-related, and Mid-air Accident Costs from fatalities, injuries, and aircraft damage for equipped aircraft
2014	Reduced Congestion	Customer Results	Customer Impact or Burden	Gulf of Mexico, Low-altitude: Average passenger delay of IFR flights in low-altitude sector during IMC conditions
2014	Reduced Congestion	Mission and Business Results	Air Transportation	CDTI carrier operations: Airborne delay of equipped flights at Louisville International Airport during marginal visual instrument conditions
2014	Safety	Mission and Business Results	Air Transportation	5-year average of CFIT accident rate, Weather-related accident rate and Mid-Air Collision rate for Part 91 and Part 135 operations in CONUS, HI, and Caribbean (2010-2014)
2014	Safety	Mission and Business Results	Air Transportation	Alaska Aviation Accident Rate 5-year average for Part 91 and Part 135 operations(2010-2014)
2014	Reduced Congestion	Mission and Business Results	Air Transportation	Gulf of Mexico, Low-altitude: Average block delay of IFR flights in low-altitude sector during IMC conditions
2014	Reduced Congestion	Customer Results	Customer Impact or Burden	CDTI carrier operations: Airborne delay of equipped flights at Louisville International Airport during marginal visual instrument conditions
2014	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: FIS-B latency
2014	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: TIS-B latency

2014	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-R Latency
2014	Reduced Congestion	Processes and Activities	Cycle Time	Expansion of Broadcast Services: ADS-B surveillance latency
2014	Reduced Congestion	Processes and Activities	Cycle Time	CDTI carrier operations & Gulf of Mexico - Low & high altitude: Terminal ATC surveillance application latency
2014	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire weather information
2014	Reduced Congestion	Processes and Activities	Efficiency	Time for aircrew to acquire proximate traffic information.
2014	Reduced Congestion	Processes and Activities	Efficiency	CDTI carrier applications: Effective capacity of Louisville International Airport during marginal visual instrument conditions
2014	Reduced Congestion	Processes and Activities	Efficiency	Gulf of Mexico, Low-altitude: IFR capacity of low-altitude sector after improved services (communications, weather, surveillance)
2014	Safety	Technology	Availability	Gulf of Mexico, Low-altitude: Availability of upgraded communications and weather stations in low-altitude Gulf of Mexico sector
2014	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: FIS-B service availability
2014	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: TIS-B service availability
2014	Reduced Congestion	Technology	Availability	Expansion of Broadcast Services: ADS-R service availability
2014	Reduced Congestion	Technology	Availability	CDTI carrier operations & Gulf of Mexico ?? Low & high altitude: ADS-B service availability
2014	Reduced Congestion	Technology	Accessibility	Expansion of Broadcast Services: Percent of GA NAS-wide operations inside FIS-B and TIS-B coverage areas
2014	Safety	Technology	Accessibility	Percent of Alaska operations inside FIS-B coverage areas
2014	Safety	Customer Results	Customer Impact or Burden	Alaska Part 91 and Part 135 Aviation Accident Costs from fatalities, injuries, and aircraft damage

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.