

## Exhibit 300 FY2011

### FAAXX705: Traffic Flow Management (TFM)

#### 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)	FAAXX705: Traffic Flow Management (TFM)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53.9. For all other, use agency ID system.	021-12-01-11-01-1180-00
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)	<p>The Traffic Flow Management (TFM) system is the nation's single source for capturing and distributing detailed air traffic information for air traffic coordination. When severe weather, congestion and/or outages impact the National Airspace System (NAS), TFM provides timely flight data to all stakeholders and traffic management specialists to facilitate flight schedule revisions and minimize system delays. TFM is distributed across 81 FAA facilities and 41 external sites. The hub site is the data exchange access point for essential data exchange with airlines, General Aviation, Homeland Security, DoD, and international service providers. TFM is also a source of travel data to the public (via web-based technology). The investment has three components: a) TFM Modernization (TFM-M) replaces aging TFM Infrastructure introduced in the early 1980s with an open system architecture. b) Collaborative Air Traffic Management Technologies (CATMT) Work Package (WP) 1 - The FAA JRC approved capabilities to be funded in this baseline identified as CATMT WP1. WP1 provides new functions and enhanced capabilities via software releases to improve NAS traffic flow prediction and overall system capacity. c) CATMT WP2 provides new additional functionality beyond that provided by WP1 and enhanced capabilities via software releases to improve the NAS traffic flow prediction and overall system capacity. This segment's capabilities, baselined on 26 Sept 08, increase efficiency by more accurately predicting weather issues via the Corridor Integrated Weather System (CIWS) Integration, and enhance data collection and analysis in order to help further reduce performance gap. The WP2 investment provides more accurate forecasting of NAS operational system capacity and demand, improves the evaluation of proposed traffic management initiatives, and increases vital information dissemination to reduce inefficient and inequitable delays. CATMT WP3, a fourth element of the TFM investment, was approved by the JRC on 1/26/2010 and includes Collaborative Information Exchange and TFM Remote Site Re-engineering. Details will follow in FY12 submit. TFM supports the FAA goals of making traffic flow more efficient by reducing the following performance gaps: Bad weather, congestion, and system outages causing unnecessary delays. DOT Goal: Reduced Congestion FAA Goal: NAS Capacity.</p>
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 original TFM baseline has not been rebaselined, although is in process to receive and additional \$5.039M in FTE costs. WP 2 was approved by the JRC on 9/26/08 and is reflected in this 300. WP 3 was just bselined by the JRC on 1/26/2010 and represents a total of \$60.2M vs the \$118M+ planning wedge. The risk plan is dated 7/14/2009, the register was last updated on 1/12/2010.	
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):	
<b>I.B. Summary of Funding (Budget Authority for Capital Assets)</b>	
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	\$8.000	\$3.000	\$0.000	\$3.000
Acquisition	\$285.092	\$84.900	\$47.740	\$48.579
Subtotal Planning and Acquisition	\$293.092	\$87.900	\$47.740	\$51.579
Operations and Maintenance	\$103.050	\$15.640	\$18.705	\$18.383
Disposition Costs (Optional)	\$0.000	\$0.000	\$0.000	\$0.000
SUBTOTAL	\$396.142	\$103.540	\$66.445	\$69.962
Government FTE Costs	\$25.480	\$5.980	\$6.013	\$6.453
TOTAL	\$421.622	\$109.520	\$72.458	\$76.415

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	187	45	45	43

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)

Summary of Spending has been updated to reflect the Final Investment Decision funding level for CATMT WP2 ( \$150.1M), a replan of the FTE personnel needed given that the TFM effort is continuing ( 5.039M), the planning estimate for the next useful segment CATMT WP 3 ( 111.3M), a technology refresh of the TFM Processing Center (TPC) hardware which was excluded from the 8/1/05 JRC baseline by policy in effect at that time, and an additional funding increment provided by senior management of \$6.2M in FY14 to cover expected TFMM cost increases. The previous LCC for TFM-M and CATMT WP 1 was \$916.461M, WP2 was baselined by the JRC on 9/26/2008 for a LCC of \$150.1M, thereby increasing the Total LCC to \$1066.561M. Reviewing the original FTE staffing plan post-JRC revealed a major ramp-up in FY09 and FY 10, which is now obsolete given the WP 2 effort. The Program Office is therefore leveling out the FTE estimate to account for the on-going effort, and not a termination of all efforts. The on-going effort requires and additional \$5.039 over the period FY09-14 relative to the original planned levels (exclusive of the WP 2 requirements), thereby raising the Total LCC to \$1071.600. With its approval of the 7/20/2009 Capital Investment Program budget, the JRC included the additional \$2.5M for the TPC technology refresh and the \$6.2M necessary to fund the delayed deployment of TFMS Release 3. On January 26, 2010 the JRC approved a baseline for WP 3 of \$60.300M (\$54.200M in acquisition, \$3.200M in FTEs, and \$2.900M in OPS) yielding the final approved baseline of \$1140.600M Relative to the originally baselined estimate of \$916.46M for TFM-M and CATMT WP1, the increase in the costs for the original baseline work represents a 1.5% increase to that original baseline, with the additional useful segments adding 28.5% (\$261.2M) to the original baseline estimate. As of 1/08/2010, the Exhibit 53 which provides the inputs for the Summary of Spending Table was locked, so that the WP 3 changes discussed above have not been entered. Table 2A has been modified to show the new total baseline value of \$1140.600M, and the Summary of Spending will be modified once authority to do so has been granted by DOT.

**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 xxx, 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 Retention	Number of external customers
2005	Mobility	Mission and Business Results	Air Transportation	System availability
2005	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2005	Mobility	Processes and Activities	Complaints	Complaints from traffic

				managers, track via complaints to the Helpdesk.
2005	Mobility	Technology	Data Reliability and Quality	Extent to which data or information is current
2006	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (on time = -5 to +15 min.) during Ground Delay Programs (GDPs).
2006	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2006	Mobility	Customer Results	Customer Retention	Number of external customers
2006	Mobility	Mission and Business Results	Air Transportation	System availability
2006	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2006	Mobility	Processes and Activities	Complaints	Complaints from traffic managers, track via complaints to the Helpdesk.
2006	Mobility	Technology	Data Reliability and Quality	Extent to which data or information is current
2007	Mobility	Customer Results	Customer Retention	Number of external customers
2007	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2007	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2007	Mobility	Customer Results	Customer Impact or Burden	Number of Congestion related diversions
2007	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes
2007	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs (GDPs)
2007	Mobility	Mission and Business Results	Air Transportation	Number of Unnecessarily delayed flights during SWAP
2007	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2007	Mobility	Mission and Business Results	Air Transportation	System availability
2007	Mobility	Mission and Business Results	Air Transportation	Slot utilization during GDPs
2007	Mobility	Mission and Business Results	Air Transportation	Delivery rate during GDP
2007	Mobility	Processes and Activities	Innovation and Improvement	Identify, notify and impact only those specific flights affected by demand-capacity imbalance through a specific en-route region. Avoid destination airport centric GDP.
2007	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2007	Mobility	Technology	Functionality	Accuracy and utility of Predictive Modeling (Departure Time Variation 120 min prior to departure)
2007	Mobility	Technology	Functionality	Ability of TFM to receive surface data
2007	Mobility	Technology	Functionality	Develop and Deploy new Airspace Flow Management technologies
2008	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2008	Mobility	Customer Results	Customer Retention	Number of external customers
2008	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2008	Mobility	Customer Results	Customer Impact or Burden	Number of Congestion-Related Diversions
2008	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes
2008	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant

				with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)
2008	Mobility	Mission and Business Results	Air Transportation	Number of Unnecessarily delayed Aircraft during SWAP
2008	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2008	Mobility	Mission and Business Results	Air Transportation	System availability
2008	Mobility	Mission and Business Results	Air Transportation	Slot utilization during GDPs
2008	Mobility	Mission and Business Results	Air Transportation	Delivery rate during GDP
2008	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2008	Mobility	Technology	Internal Data Sharing	Number of sites sharing surface data with TFM
2008	Mobility	Technology	Functionality	Accuracy and utility of Predictive Modeling (Departure Time Variation 120 min prior to departure)
2009	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2009	Mobility	Customer Results	Customer Retention	Number of external customers
2009	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2009	Mobility	Customer Results	Customer Impact or Burden	Number of congestion related diversions
2009	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes
2009	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)
2009	Mobility	Mission and Business Results	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP
2009	Mobility	Mission and Business Results	Air Transportation	System availability
2009	Mobility	Mission and Business Results	Air Transportation	Slot utilization during GDPs
2009	Mobility	Mission and Business Results	Air Transportation	Delivery rate during GDP
2009	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2009	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2009	Mobility	Technology	Internal Data Sharing	Number of sites sharing surface data with TFM
2009	Mobility	Technology	Functionality	Accuracy and utility of Predictive Modeling (Departure Time Variation 120 min prior to departure)
2010	Mobility	Customer Results	Customer Retention	Number of external customers
2010	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2010	Mobility	Customer Results	Customer Impact or Burden	Number of congestion related diversions
2010	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes
2010	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)
2010	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2010	Mobility	Mission and Business Results	Air Transportation	System availability
2010	Mobility	Mission and Business Results	Air Transportation	Slot utilization during GDPs
2010	Mobility	Mission and Business Results	Air Transportation	Delivery rate during GDP
2010	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant

				with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2010	Mobility	Mission and Business Results	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP
2010	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2010	Mobility	Technology	Internal Data Sharing	Number of sites sharing surface data with TFM
2010	Mobility	Technology	Functionality	Accuracy and utility of Predictive Modeling (Departure Time Variation 120 min prior to departure)
2011	Mobility	Customer Results	Customer Impact or Burden	Percent of CRI messages submitted with multiple routes
2011	Mobility	Customer Results	Customer Impact or Burden	Average airborne delay during GDPs
2011	Mobility	Customer Results	Customer Impact or Burden	Average departure delay due to GDPs
2011	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2011	Mobility	Mission and Business Results	Air Transportation	Fraction of flights with OPSNET reported airborne holding
2011	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes
2011	Mobility	Mission and Business Results	Air Transportation	Fraction of flights with OPSNET reported ground delays
2011	Mobility	Processes and Activities	Productivity	Average time to process a reroute
2011	Mobility	Technology	Functionality	Number of Corridor Integrated Weather System (CIWS) weather products available on the Traffic Situation Display (TSD)
2011	Mobility	Technology	Accessibility	Number of departure facilities equipped with Route Availability Planning Tool (RAPT)
2011	Mobility	Customer Results	Customer Retention	Number of external customers
2011	Mobility	Customer Results	Customer Impact or Burden	Number of congestion related diversions
2011	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)
2011	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2011	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2011	Mobility	Mission and Business Results	Air Transportation	System availability
2011	Mobility	Mission and Business Results	Air Transportation	Slot utilization during GDPs
2011	Mobility	Mission and Business Results	Air Transportation	Delivery rate during GDP
2011	Mobility	Mission and Business Results	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP
2011	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2011	Mobility	Technology	Internal Data Sharing	Number of airports sharing surface data with TFM
2012	Mobility	Customer Results	Customer Impact or Burden	Percent of CRI messages submitted with multiple routes
2012	Mobility	Customer Results	Customer Impact or Burden	Average airborne delay during GDPs
2012	Mobility	Customer Results	Customer Impact or Burden	Average departure delay due to GDPs
2012	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2012	Mobility	Mission and Business Results	Air Transportation	Fraction of flights with OPSNET reported airborne holding
2012	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne

				delays > 20 minutes
2012	Mobility	Mission and Business Results	Air Transportation	Fraction of flights with OPSNET reported ground delays
2012	Mobility	Processes and Activities	Productivity	Average time to process a reroute
2012	Mobility	Technology	Functionality	Number of Corridor Integrated Weather System (CIWS) weather products available on the Traffic Situation Display (TSD)
2012	Mobility	Technology	Accessibility	Number of departure facilities equipped with Route Availability Planning Tool (RAPT)
2012	Mobility	Customer Results	Customer Retention	Number of external customers
2012	Mobility	Customer Results	Customer Impact or Burden	Number of congestion related diversions
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2012	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2012	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5 min) during GDPs
2012	Mobility	Mission and Business Results	Air Transportation	System availability
2012	Mobility	Mission and Business Results	Air Transportation	Slot utilization during GDPs
2012	Mobility	Mission and Business Results	Air Transportation	Delivery rate during GDP
2012	Mobility	Mission and Business Results	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP
2012	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2012	Mobility	Technology	Internal Data Sharing	Number of airports sharing surface data with TFM
2013	Mobility	Customer Results	Customer Impact or Burden	Percent of CRI messages submitted with multiple routes
2013	Mobility	Customer Results	Customer Impact or Burden	Average airborne delay during GDPs
2013	Mobility	Customer Results	Customer Impact or Burden	Average departure delay due to GDPs
2013	Mobility	Mission and Business Results	Air Transportation	Average additional departure delay for aircraft not compliant with departure standard (+/- 5 min.) during Ground Delay Programs (GDPs).
2013	Mobility	Mission and Business Results	Air Transportation	Fraction of flights with OPSNET reported airborne holding
2013	Mobility	Customer Results	Customer Impact or Burden	Fraction of flights with airborne delays > 20 minutes
2013	Mobility	Mission and Business Results	Air Transportation	Fraction of flights with OPSNET reported ground delays
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2013	Mobility	Technology	Accessibility	Number of departure facilities equipped with Route Availability Planning Tool (RAPT)
2013	Mobility	Customer Results	Customer Retention	Number of external customers
2013	Mobility	Customer Results	Customer Impact or Burden	Number of congestion related diversions
2013	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with arrival standard (-5 to + 15 min.) during Ground Delay Programs(GDPs)
2013	Mobility	Customer Results	Customer Impact or Burden	Inequitable Delays - Fraction of Flights with the Highest Delay (defined as delay at least 3 times the median value of all delays)
2013	Mobility	Customer Results	Customer Impact or Burden	Percent of aircraft compliant with departure standard (+/- 5

				min) during GDPs
2013	Mobility	Mission and Business Results	Air Transportation	System availability
2013	Mobility	Mission and Business Results	Air Transportation	Slot utilization during GDPs
2013	Mobility	Mission and Business Results	Air Transportation	Delivery rate during GDP
2013	Mobility	Mission and Business Results	Air Transportation	Number of unnecessarily delayed Aircraft during SWAP
2013	Mobility	Processes and Activities	Productivity	Software productivity per build cycle (six months)
2013	Mobility	Technology	Internal Data Sharing	Number of airports sharing surface data with TFM
2014	Mobility	Customer Results	Customer Impact or Burden	Percent of CRI messages submitted with multiple routes
2014	Mobility	Customer Results	Customer Impact or Burden	Average airborne delay during GDPs
2014	Mobility	Customer Results	Customer Impact or Burden	Average departure delay due to GDPs
2014	Mobility	Mission and Business Results	Air Transportation	Fraction of flights with OPSNET reported airborne holding
2014	Mobility	Mission and Business Results	Air Transportation	Fraction of flights with OPSNET reported ground delays
2014	Mobility	Processes and Activities	Productivity	Average time to process a reroute
2014	Mobility	Technology	Functionality	Number of Corridor Integrated Weather System (CIWS) weather products available on the Traffic Situation Display (TSD)
2014	Mobility	Technology	Accessibility	Number of departure facilities equipped with route availability prediction tool (RAPT)

### 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.