

Exhibit 300 FY2011

FAAXX713: NAS Voice Switch (NVS)

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)	FAAXX713: NAS Voice Switch (NVS)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53.9. For all other, use agency ID system.	021-12-01-14-01-4210-00
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.	Planning
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>Future air traffic operations as envisioned by the Next Generation (NextGen) Air Transportation System will require a new flexible networkable voice communications system with flexible networking capabilities. NVS is the key voice communication component for the NextGen System. The NAS Voice Switch (NVS) is a key enabling program for NextGen. The FAA conducted a study of voice switching which concluded the current switch bases are old with looming supportable problems. Seventeen different switches are used in the National Airspace System and many are already experiencing severe obsolescence issues. Technical refresh can sustain the Enroute VSCS for the near term but a new switch program should be started soon. A new small switch program for TRACON and Tower applications should be started immediately. The NextGen minimum for operating in controlled airspace is a voice capability which supplements data communications for tactical situations and emergencies. One of the key transformations is that air-ground voice communication is no longer limited by geographical facility boundaries. This allows greater flexibility for developing and using airspace/traffic assignments in all airspace. NextGen voice communication paths will be controlled by an intelligent network. Current voice switches are not network enabled and cannot be modified for installation in new facilities resulting from NextGen. The NVS is currently in a planning phase. An FAA Executive Council (EC), sub-board to the Joint Resource Council (JRC); Investment Analysis Readiness Decision took place in September 2007. The Initial Investment Decision (IID) is planned for July 2010; and the JRC Final Investment (baseline) Decision is planned for FY2011. The planning phase is the core of the capital programming process; this Exhibit 300 comprises a plan to execute the process properly; hence, cost, schedule, and performance data contained within is related specifically to planning phase activities.</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)	NVS is working towards an Initial Investment decision in Fy 2010 with a Final Investment decision in Fy 2011. The NVS team is currently working on the alternative analysis and has drafted a Risk Management plan along with a draft risk register.
I.A.9. Did the Agency's Executive/Investment Committee approve this request?	no
I.A.9.a. If "yes," what was the date of this approval?	
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 FFIA 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	\$3.500	\$8.000	\$10.000	\$10.000
Acquisition	\$0.000	\$2.000	\$16.500	\$20.000
Subtotal Planning and Acquisition	\$3.500	\$10.000	\$26.500	\$30.000
Operations and Maintenance	\$0.000	\$0.000	\$0.000	\$0.000
Disposition Costs (Optional)	\$0.000	\$0.000	\$0.000	\$0.000
SUBTOTAL	\$3.500	\$10.000	\$26.500	\$30.000
Government FTE Costs	\$1.387	\$0.917	\$1.080	\$1.134
TOTAL	\$4.887	\$10.917	\$27.580	\$31.134

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	10	7	8	8

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)

The NVS is still in the Planning Phase. The ROM costs in Table 1 are from the Capital Investment Planning document. The funds are budgeted and subject to approval and refinement by the JRC. These SOS and Section II.C costs will be updated and refined in future Exhibits 300 as a result of the ongoing planning phase analyses required for the JRC final baseline decision in fiscal year 2011. The ROMs above include planning and acquisition cost estimates ending in 2014 as this is the expected length of the first segment to be approved by the JRC. Out-year DME costs, past year 2014 that were in the BY09 Ex 300 have been removed to be consistent with the existing CIP. O&M activities and costs are not expected to begin until FY2015 and are therefore not included in the SOS table. The entire life cycle costs, including O&M costs, will be determined during the investment analysis process and will be included in the Exhibit 300 that will be part of the JRC final baseline decision documentation. **Note: The cost figures shown in the Summary of Spending Table are budgetary estimates pulled directly from the FAA CIP documentation. These values are subject to change upon a JRC decision.

I.D. Performance Information (All Capital Assets)

I.D.1. Performance Information Table.

Description: In order to successfully address this area of the exhibit 300, performance goals must be provided for the agency and be linked to the annual performance plan and the relevant Agency Segment Architecture. The investment must discuss its performance measures in support of the agency's mission and strategic goals as outlined in the corresponding Segment Architecture. Performance measures (indicators) must be provided. They are the internal and external performance benefits this investment is expected to deliver to the agency (e.g., improve efficiency by 60 percent, increase citizen participation by 300 percent a year to achieve an overall citizen participation rate of 75 percent by FY 2xxx, etc.). The goals must be clearly measurable investment outcomes, and if applicable, investment outputs. They do not include the completion date of the module, milestones, or investment, or general goals, such as "significant," "better," "improved," that do not have a quantitative measure.

Agencies must use the following table to report performance goals and measures for the major investment and use the Federal Enterprise Architecture (FEA) Performance Reference Model (PRM). Map all Measurement Indicators to the corresponding "Measurement Area" and "Measurement Grouping" identified in the PRM. There should be at least one Measurement Indicator for each of the four different Measurement Areas (for each fiscal year). The PRM is available at <http://www.whitehouse.gov/omb/e-gov/>. The table can be extended to include performance measures for years beyond the next President's Budget.

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator
2007	Mobility	Processes and Activities	Productivity	Number of unique configurations to be maintained
2007	Mobility	Mission and Business Results	Air Transportation	Number of flight delays per year during service interruptions
2007	Mobility	Mission and Business Results	Air Transportation	Annual Voice Switch Operations and Maintenance Costs
2007	Mobility	Processes and Activities	Timeliness	Time needed to reconfigure voice communications for unexpected conditions
2007	Mobility	Customer Results	Service Efficiency	Voice Switch related delay and disruption costs in non-ideal conditions
2007	Mobility	Customer Results	Service Availability	Annual Voice Switch availability at NVS sites
2007	Mobility	Technology	Functionality	Number of network capable switches fielded
2007	Mobility	Technology	Reliability	Number of component failures

				per year
2008	Mobility	Mission and Business Results	Air Transportation	Number of flight delays per year during service interruptions
2008	Mobility	Mission and Business Results	Air Transportation	Annual Voice Switch Operations and Maintenance Costs
2008	Mobility	Customer Results	Service Efficiency	Voice Switch related delay and disruption costs in non-ideal conditions
2008	Mobility	Customer Results	Service Availability	Annual Voice Switch availability at NVS sites
2008	Mobility	Processes and Activities	Timeliness	Time needed to reconfigure voice communications for unexpected conditions
2008	Mobility	Processes and Activities	Efficiency	Number of unique configurations to be maintained
2008	Mobility	Technology	Functionality	Number of network capable switches fielded
2009	Mobility	Mission and Business Results	Air Transportation	Annual Voice Switch Operations and Maintenance Costs
2009	Mobility	Customer Results	Service Efficiency	Voice Switch related delay and disruption costs in non-ideal conditions
2009	Mobility	Processes and Activities	Timeliness	Time needed to reconfigure voice communications for unexpected conditions
2009	Mobility	Processes and Activities	Productivity	Number of unique configurations to be maintained
2009	Mobility	Technology	Functionality	Number of network capable switches fielded
2010	Mobility	Mission and Business Results	Air Transportation	Number of flight delays per year caused by voice service interruptions
2010	Mobility	Mission and Business Results	Air Transportation	Annual Voice Switch Operations and Maintenance Costs
2010	Mobility	Customer Results	Service Availability	Annual Voice Switch availability at NVS sites
2010	Mobility	Technology	Functionality	Number of network capable switches fielded
2010	Mobility	Processes and Activities	Efficiency	Number of unique baselines configurations to be maintained
2011	Mobility	Mission and Business Results	Air Transportation	Number of flight delays per year caused by voice service interruptions
2011	Mobility	Mission and Business Results	Air Transportation	Annual Voice Switch Operations and Maintenance Costs
2011	Mobility	Customer Results	Service Availability	Annual Voice Switch availability at NVS sites
2011	Mobility	Technology	Functionality	Number of network capable switches fielded
2011	Mobility	Processes and Activities	Efficiency	Number of unique baseline configurations to be maintained

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

<p>(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.</p>	
<p>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.</p>	