

**RITAX008: BTS Mid Tier Server/Airline Reporting and Data Information System (previously  
BTSXX008)**

**Exhibit 300: Part I: Summary Information and Justification (All Capital Assets)**

**I.A. Overview**

<b>1. Date of Submission:</b>	
<b>2. Agency:</b>	Department of Transportation
<b>3. Bureau:</b>	Research & Innovative technology Administration
<b>4. Name of this Capital Asset:</b>	RITAX008: BTS Mid Tier Server/Airline Reporting and Data Information System (previously BTSXX008)
<b>5. Unique Project (Investment) Identifier: (For IT investment only, see section 53. For all other, use agency ID system.)</b>	021-53-01-14-01-1090-00
<b>6. What kind of investment will this be in FY2008? (Please NOTE: Investments moving to O&amp;M ONLY in FY2008, with Planning/Acquisition activities prior to FY2008 should not select O&amp;M. These investments should indicate their current status.)</b>	Operations and Maintenance
<b>7. What was the first budget year this investment was submitted to OMB?</b>	FY2003
<b>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:</b>	
<p>The RITA-Bureau of Transportation Statistics is responsible for DOT's aviation statistics program as managed by the Office of Airline Information (OAI). The aviation statistics program provides consistent and comprehensive air carrier financial, traffic, and operational statistics that portray the results of air carrier operations in the air transportation industry in support of DOT decision-makers in OST and the FAA. Data and data access services provide direct support to major DOT aviation programs in OST and the FAA that include the negotiation of international air service agreements, the evaluation of the initial and continuing fitness of air carriers to provide public air transportation services, the allocation and distribution of airport improvement funds under a congressional appropriation, and the monitoring of the economic health of the air transportation industry. The Office of Airline Information fulfills the RITA-BTS mission for airline industry data through: (1) the management of the on-going airline data collection program; (2) collecting, validating, compiling, analyzing, and publishing a comprehensive set of transportation statistics; (3) the issuance of guidelines, interpretations, and directives to facilitate the collection of comparable and accurate airline industry data; (4) the identification of information that is needed, but which is not being collected; (5) the exchange of data with airline industry organizations such as the International Civil Aviation Organization (ICAO); and (6) the compilation of aviation statistics for government use and report compilations and for distribution as publicly available data.</p>	
<b>9. Did the Agency's Executive/Investment Committee approve this request?</b>	Yes
<b>a. If "yes," what was the date of this approval?</b>	9/1/2006
<b>10. Did the Project Manager review this Exhibit?</b>	Yes
<b>11. Contact information of Project Manager?</b>	

**Name**

Bright, Donald

**Phone Number**

202-366-4373

**Email**

don.bright@dot.gov

**12. Has the agency developed and/or promoted cost effective, energy efficient and environmentally sustainable techniques or practices for this project.**

No

**a. Will this investment include electronic assets (including computers)?**

No

**b. Is this investment for new construction or major retrofit of a Federal building or facility? (answer applicable to non-IT assets only)**

No

**1. If "yes," is an ESPC or UESC being used to help fund this investment?**

**2. If "yes," will this investment meet sustainable design principles?**

**3. If "yes," is it designed to be 30% more energy efficient than relevant code?**

**13. Does this investment support one of the PMA initiatives?**

No

**If "yes," check all that apply:**

**13a. Briefly describe how this asset directly supports the identified initiative(s)?**

**14. Does this investment support a program assessed using the Program Assessment Rating Tool (PART)? (For more information about the PART, visit [www.whitehouse.gov/omb/part](http://www.whitehouse.gov/omb/part).)**

Yes

**a. If "yes," does this investment address a weakness found during the PART review?**

No

**b. If "yes," what is the name of the PART program assessed by OMB's Program Assessment Rating Tool?**

Transportation Statistics Program

**c. If "yes," what PART rating did it receive?**

Moderately Effective

**15. Is this investment for information technology?**

Yes

If the answer to Question: "Is this investment for information technology?" was "Yes," complete this sub-section. If the answer is "No," do not answer this sub-section.

**For information technology investments only:**

**16. What is the level of the IT Project? (per CIO Council PM Guidance)**

Level 1

**17. What project management qualifications does the Project Manager have? (per CIO Council PM Guidance):**

(2) Project manager qualification is under review for this investment

<b>18. Is this investment identified as "high risk" on the Q4 - FY 2006 agency high risk report (per OMB's "high risk" memo)?</b>	No
<b>19. Is this a financial management system?</b>	No
<b>a. If "yes," does this investment address a FFMIA compliance area?</b>	No
<b>1. If "yes," which compliance area:</b>	n/a
<b>2. If "no," what does it address?</b>	
<b>b. If "yes," please identify the system name(s) and system acronym(s) as reported in the most recent financial systems inventory update required by Circular A-11 section 52</b>	
<b>20. What is the percentage breakout for the total FY2008 funding request for the following? (This should total 100%)</b>	
<b>Hardware</b>	0
<b>Software</b>	0
<b>Services</b>	100.000000
<b>Other</b>	
<b>21. If this project produces information dissemination products for the public, are these products published to the Internet in conformance with OMB Memorandum 05-04 and included in your agency inventory, schedules and priorities?</b>	Yes
<b>22. Contact information of individual responsible for privacy related questions:</b>	
<b>Name</b>	
Monniere, Robert	
<b>Phone Number</b>	202-366-5498
<b>Title</b>	Privacy Officer
<b>E-mail</b>	Robert.Monniere@dot.gov
<b>23. Are the records produced by this investment appropriately scheduled with the National Archives and Records Administration's approval?</b>	Yes

### I.B. Summary of Funding

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. The costs associated with the entire life-cycle of the investment should be included in this report.

**Table 1: SUMMARY OF SPENDING FOR PROJECT PHASES  
(REPORTED IN MILLIONS)**  
(Estimates for BY+1 and beyond are for planning purposes only and do not represent budget decisions)

	PY - 1 and Earlier	PY 2006	CY 2007	BY 2008	BY + 1 2009	BY + 2 2010	BY + 3 2011	BY + 4 and Beyond	Total
Planning									
Budgetary Resources	0.02	0	0	0					
Acquisition									
Budgetary Resources	3.1	0	0	0					
Subtotal Planning & Acquisition									
Budgetary Resources	3.12	0	0	0					
Operations & Maintenance									
Budgetary Resources	4.264	0.257	0.257	0.247			<FY09 & beyond redacted>		
<b>TOTAL</b>									
Budgetary Resources	7.384	0.257	0.257	0.247					
Government FTE Costs									
Budgetary Resources	0.8	0.412	0.412	0.412					
Number of FTE represented by Costs:	12.00	2.00	2.00	2.00					

**Note: For the cross-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.**

**2. Will this project require the agency to hire additional FTE's?** No

a. If "yes," How many and in what year?

**3. If the summary of spending has changed from the FY2007 President's budget request, briefly explain those changes:**

<Redacted>

**I.C. Acquisition/Contract Strategy**

**1. Complete the table for all (including all non-Federal) contracts and/or task orders currently in place or planned for this investment. Total Value should include all option years for each contract. Contracts and/or task orders completed do not need to be included.**

**Contracts/Task Orders Table:**

Contract/Task Order	Has the contract been awarded?	If so what is the date of the award? If not, what is the planned award date?	Start date of Contract/Task Order	End date of Contract/Task Order	Total Value of Contract/Task Order	Is this an Interagency Acquisition?	Is it performance based?	Competitively awarded?	What, if any, alternative financing option is being used?	Is EVM in the contract?	Does the contract include the required security and privacy clauses?	Name of CO	CO Contact information (phone/email)	Contract Cert
							<Acquisition/contract data							

**2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:**

ARDIS is a "steady state" system, and it is only the IT portion of the overall airline data services contract that is needed for ARDIS Operations & Maintenance (M&O)

**3. Do the contracts ensure Section 508 compliance?** No

**a. Explain why:**

The current IT contract, that covers FY2003 through FY08, was let before 508 compliance was understood to be required. In our forward looking IT contracting plans will include 508 compliance. The deliverables/output currently produced are 508 compliant.

**4. Is there an acquisition plan which has been approved in accordance with agency requirements?** Yes

**a. If "yes," what is the date?**

10/1/2001

**b. If "no," will an acquisition plan be developed?**

**1. If "no," briefly explain why:**

**I.D. Performance Information**

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. The investment must discuss the agency's mission and strategic goals, and performance measures must be provided. These goals need to map to the gap in the agency's strategic goals and objectives this investment is designed to fill. 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 or qualitative measure.

Agencies must use Table 1 below for reporting performance goals and measures for all non-IT investments and for existing IT investments that were initiated prior to FY 2005. The table can be extended to include measures for years beyond FY 2006.

**Performance Information Table 1:**

Fiscal Year	Strategic Goal(s) Supported	Performance Measure	Actual/baseline (from Previous Year)	Planned Performance Metric (Target)	Performance Metric Results (Actual)
2005	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for	To reduce by 2 the number of quarterly customer inquiries and requests for data not answered or resolved within	6 of 51 customer inquiries and requests for data received per quarter were not closed within 10 business days;	Number of customer inquiries and requests for data not answered or resolved within 10 business days.	Through September 30, 2005, all inquiries and requests for data were handled within 10 business days.

	key DOT customers in OST and FAA.	10 business days.	Estimate based on actual numbers for one quarter in FY2004.		
2005	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for the component agencies of DOT.	To reduce the number of customer complaints per month to 2.	6 complaints received per month; estimate based on actual numbers for one quarter in FY2004.	Number of complaints received per month	For FY05, averaged 3 per month. Complaints per month: 2004: Oct: 4, Nov: 3, Dec: 6, 2005: Jan: 2, Feb: 3, Mar: 5, Apr: 4, May: 5, June: 0, July: 2, Aug: 1, Sep: 1
2006	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for the component agencies of DOT.	To reduce the number of customer complaints about the quality of data released to 1 per month.	6 customer complaints about the quality of data released received per month; estimate based on actual numbers for aone quarter in FY 2004	Number of customer complaints about the quality of data released received per month.	OAI customer complaints about the quality of data released are averaging 1.2 per month: 2005: Oct: 2 (298c), Nov: 1 (298c), Dec: 1 (298c), 2006: Jan: 0, Feb: 1(T2); Mar: 1(O&D); Apr: 2(T100/O&D); May: 2(OnTime/O&D); June: 3(T100/OnTime); July 0
2006	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for key DOT customers in OST and FAA.	Data Released not more than 1 day late per the schedule	Need to review FY 2005 products' release dates to confirm whether or now the data released per the schedule	All data released per the schedule	Actual results October 2005 - July 2006: All data has released per the schedule
2006	Global Connectivity: To ensure the availability of an IT environment that promotes the most efficient, cost-effective and competitive environmnet for airline passenger travel data for the component agencies of DOT. .	To reduce the number of user complaints about the ARDIS production system to 1 per month.	6 complaints about the availability of the production system received per month; estimate based on actual numbers for Three quarters in FY 2005: Complaints per month: 2005: Jan: 2, Feb: 3, Mar: 5, Apr: 4, May: 5, June: 0, July: 2, Aug: 1, Sep: 1	Number of complaints about the ARDIS production system received per month.	ARDIS production sytem complaints/downtime averaging 3 per month, peaked in Dec05 during disruptions related to OST IT server support change over: 2005 Oct - 2; Nov - 3; Dec - 10; 2006 Jan - 5; Feb - 6; Mar - 0; Apr - 3; May - 5; June - 1; July - 1;
2007	Global Connectivity: To ensure the availability of an IT environment that promotes the most efficient, cost-effective and competitive	To reduce the number of customer complaints per month by 2.	TBD	Number of complaints received per month.	TBD

	environmnet for airline passenger travel data for the component agencies of DOT.				
2007	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for the component agencies of DOT.	To reduce the number of customer complaints about the quality of data released to 1 per month.	TBD	Number of customer complaints about the quality of data released received per month.	TBD
2007	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for key DOT customers in OST and FAA.	Data Released not more than 1 day late per the schedule	TBD	All data released per the schedule	TBD
2008	Global Connectivity: To ensure the availability of an IT environment that promotes the most efficient, cost-effective and competitive environmnet for airline passenger travel data for the component agencies of DOT.	To reduce the number of customer complaints per month by 2.	TBD	Number of complaints received per month	TBD
2008	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for the component agencies of DOT.	To reduce the number of customer complaints about the quality of data released to 1 per month.	TBD	Number of customer complaints about the quality of data released received per month.	TBD
2008	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for key DOT customers in OST and FAA.	Data Released not more than 1 day late per the schedule	TBD	All data released per the schedule	TBD
2009	Global Connectivity: To ensure the availability of an IT environment that promotes the most efficient,	To reduce the number of customer complaints per month by 2.	TBD	Number of complaints received per month	TBD

	cost-effective and competitive environment for airline passenger travel data for the component agencies of DOT.				
2009	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for key DOT customers in OST and FAA.	Data Released not more than 1 day late per the schedule	TBD	All data released per the schedule	TBD
2009	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for the component agencies of DOT.	To reduce the number of customer complaints about the quality of data released to 1 per month.	TBD	Number of customer complaints about the quality of data released received per month.	TBD
2010	Global Connectivity	Ticket O&D air passenger data is to be collected monthly by FY2010 or prior, based upon the phased implementation and testing of the airline data collection processing improvements being funded by this IT investment proposal, to meet Performance Goal #5 Efficient and Effective Systems of Passenger Travel.	TBD	Number of airline reports of Ticket O&D air passenger data that are collected monthly are expected to increase from quarterly to monthly reporting each year for each air carrier required to report the O&D data	TBD
2010	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for the component agencies of DOT.	To reduce the number of customer complaints about the quality of data released to 1 per month.	TBD	Number of customer complaints about the quality of data released received per month.	TBD
2010	Global Connectivity: To ensure the availability of an IT environment that promotes the most efficient, cost-effective and	To reduce the number of customer complaints per month by 2.	TBD	Number of complaints received per month	TBD

	competitive environment for airline passenger travel data for the component agencies of DOT.				
2010	Organizational Excellence: To ensure the availability of reliable, accurate and relevant aviation data for key DOT customers in OST and FAA.	Data Released not more than 1 day late per the schedule	TBD	All data released per the schedule	TBD

All new IT investments initiated for FY 2005 and beyond must use Table 2 and are required to use the Federal Enterprise Architecture (FEA) Performance Reference Model (PRM). Please use Table 2 and the PRM to identify the performance information pertaining to this major IT investment. 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 at least four different Measurement Areas (for each fiscal year). The PRM is available at [www.egov.gov](http://www.egov.gov).

Performance Information Table 2:							
Fiscal Year	Measurement Area	Measurement Category	Measurement Grouping	Measurement Indicator	Baseline	Planned Improvement to the Baseline	Actual Results

#### I.E. Security and Privacy

In order to successfully address this area of the business case, each question below must be answered at the system/application level, not at a program or agency level. Systems supporting this investment on the planning and operational systems security tables should match the systems on the privacy table below. Systems on the Operational Security Table must be included on your agency FISMA system inventory and should be easily referenced in the inventory (i.e., should use the same name or identifier).

All systems supporting and/or part of this investment should be included in the tables below, inclusive of both agency owned systems and contractor systems. For IT investments under development, security and privacy planning must proceed in parallel with the development of the system/s to ensure IT security and privacy requirements and costs are identified and incorporated into the overall lifecycle of the system/s.

Please respond to the questions below and verify the system owner took the following actions:

1. Have the IT security costs for the system(s) been identified and integrated into the overall costs of the investment:	Yes
a. If "yes," provide the "Percentage IT Security" for the budget year:	1.550000
2. Is identifying and assessing security and privacy risks a part of the overall risk management effort for each system supporting or part of this	Yes

investment.

**3. Systems in Planning - Security Table:**

Name of System	Agency/ or Contractor Operated System?	Planned Operational Date	Planned or Actual C&A Completion Date
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<Security data redacted>

**4. Operational Systems - Security Table:**

Name of System	Agency/ or Contractor Operated System?	NIST FIPS 199 Risk Impact level	Has C&A been Completed, using NIST 800-37?	Date C&A Complete	What standards were used for the Security Controls tests?	Date Complete (d): Security Control Testing	Date the contingency plan tested
				<Security data redacted>			

5. Have any weaknesses related to any of the systems part of or supporting this investment been identified by the agency or IG? No

a. If "yes," have those weaknesses been incorporated agency's plan of action and milestone process? No

6. Indicate whether an increase in IT security funding is requested to remediate IT security weaknesses? No

a. If "yes," specify the amount, provide a general description of the weakness, and explain how the funding request will remediate the weakness.

7. How are contractor security procedures monitored, verified, validated by the agency for the contractor systems above?

<Redacted>

**8. Planning & Operational Systems - Privacy Table:**

Name of System	Is this a new system?	Is there a Privacy Impact Assessment (PIA) that covers this system?	Is the PIA available to the public?	Is a System of Records Notice (SORN) required for this system?	Was a new or amended SORN published in FY 06?
ARDIS - Airline Data Report Information System	No	No, because the system does not contain, process, or transmit personal identifying information.	No, because a PIA is not yet required to be completed at this time.	No	No, because the existing Privacy Act system of records was not substantially revised in FY 06.

**I.F. Enterprise Architecture (EA)**

In order to successfully address this area of the business case and capital asset plan you must ensure the investment is included in the agency's EA and Capital Planning and Investment Control (CPIC) process, and is mapped to and supports the FEA. You must also ensure the business case demonstrates the relationship between the investment and the business, performance, data, services, application, and technology layers of the agency's EA.

**1. Is this investment included in your agency's target enterprise architecture?** Yes

a. If "no," please explain why?

**2. Is this investment included in the agency's EA Transition Strategy?** No

a. If "yes," provide the investment name as identified in the Transition Strategy provided in the agency's most recent annual EA Assessment.

b. If "no," please explain why?

For the first version of the DOT Transition Strategy provided to OMB in February 2006, the Department chose to focus on those areas where new development was taking place, placing an emphasis on the transitional aspects of the Department. With that in mind, those investments existing in O&M (Steady State), although integral parts of the Department's Enterprise Architecture, were not included within the scope of the initial release of the Transition Strategy. It is intended that those investments such as ARDIS will be included in subsequent releases of the Department's Transition Strategy.

**3. Service Reference Model (SRM) Table:**

Identify the service components funded by this major IT investment (e.g., knowledge management, content management, customer relationship management, etc.). Provide this information in the format of the following table. For detailed guidance regarding components, please refer to <http://www.whitehouse.gov/omb/egov/>.

Agency Component Name	Agency Component Description	Service Domain	FEA SRM Service Type	FEA SRM Component	FEA Service Component Reused Name	FEA Service Component Reused UPI	Internal or External Reuse?	BY Funding Percentage
ARDIS	Custom validation of airline data is performed per business rules that are tailored to the various types of data being reported.	Back Office Services	Data Management	Data Cleansing			No Reuse	50
ARDIS	The ARDIS Oracle data base respository is used and available for data quality analysis and preparation of press releases. ARDIS Oracle is used by OAI staff for on demand, custom, ad hoc airline data queries, in response to various	Back Office Services	Data Management	Data Mart			No Reuse	50

requests from OST, FAA, DHS, Congress, the airlines, newspapers, etc.								
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Use existing SRM Components or identify as "NEW". A "NEW" component is one not already identified as a service component in the FEA SRM.

A reused component is one being funded by another investment, but being used by this investment. Rather than answer yes or no, identify the reused service component funded by the other investment and identify the other investment using the Unique Project Identifier (UPI) code from the OMB Ex 300 or Ex 53 submission.

'Internal' reuse is within an agency. For example, one agency within a department is reusing a service component provided by another agency within the same department. 'External' reuse is one agency within a department reusing a service component provided by another agency in another department. A good example of this is an E-Gov initiative service being reused by multiple organizations across the federal government.

Please provide the percentage of the BY requested funding amount used for each service component listed in the table. If external, provide the funding level transferred to another agency to pay for the service.

4. Technical Reference Model (TRM) Table:

To demonstrate how this major IT investment aligns with the FEA Technical Reference Model (TRM), please list the Service Areas, Categories, Standards, and Service Specifications supporting this IT investment.

FEA SRM Component	FEA TRM Service Area	FEA TRM Service Category	FEA TRM Service Standard	Service Specification (i.e. vendor or product name)
Data Mart	Component Framework	Presentation / Interface	Static Display	Hyper Text Markup Language (HTML)
Data Mart	Service Access and Delivery	Access Channels	Other Electronic Channels	Uniform Resource Locator (URL)
Data Mart	Service Access and Delivery	Delivery Channels	Intranet	
Data Mart	Service Access and Delivery	Service Transport	Service Transport	Hyper Text Transfer Protocol (HTTP)
Data Cleansing	Service Interface and Integration	Interoperability	Data Transformation	
Data Mart	Service Platform and Infrastructure	Database / Storage	Database	Oracle
Data Cleansing	Service Platform and Infrastructure	Delivery Servers	Application Servers	SAS
Data Mart	Service Platform and Infrastructure	Delivery Servers	Web Servers	Apache
Data Mart	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	Enterprise Server
Data Cleansing	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	Enterprise Server

Service Components identified in the previous question should be entered in this column. Please enter multiple rows for FEA SRM Components supported by multiple TRM Service Specifications

In the Service Specification field, Agencies should provide information on the specified technical standard or vendor product mapped to the FEA TRM Service Standard, including model or version numbers, as appropriate.

5. Will the application leverage existing components and/or applications across the Government (i.e., FirstGov, Pay.Gov, etc)? No

a. If "yes," please describe.

6. Does this investment provide the public with access to a government automated information system? No

a. If "yes," does customer access require specific software (e.g., a specific web browser version)?

1. If "yes," provide the specific product name(s) and version number(s) of the required software and the date when the public will be able to access this investment by any software (i.e. to ensure equitable and timely access of government information and services).

### Exhibit 300: Part III: For "Operation and Maintenance" investments ONLY (Steady State)

#### III.A. Risk Management

Part III should be completed only for investments which will be in "Operation and Maintenance" (Steady State) in FY 2008, i.e., selected the "Operation and Maintenance" choice in response to Question 6 in Part I, Section A above.

You should have performed a risk assessment during the early planning and initial concept phase of this investment's life-cycle, developed a risk-adjusted life-cycle cost estimate and a plan to eliminate, mitigate or manage risk, and be actively managing risk throughout the investment's life-cycle.

Answer the following questions to describe how you are managing investment risks.

1. Does the investment have a Risk Management Plan? Yes

a. If "yes," what is the date of the plan? 7/19/2006

b. Has the Risk Management Plan been significantly changed since last year's submission to OMB? Yes

c. If "yes," describe any significant changes:

High Risk/High Impact: Future funding for the RITA-OAI-Airline Data Program is dependent on Congressional action.

2. If there currently is no plan, will a plan be developed?


