Exhibit 300: Capital Asset Plan and Business Case Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview

1. Date of Submission: 2011-02-28

2. Agency: 021

3. Bureau: 12

4. Name of this Investment: FAAXX456: ASR-9 Transmitter Modifications

5. Unique Project (Investment) Identifier (UPI): 021-12-01-20-01-1010-00

6. What kind of investment will this be in FY 2012?: Mixed Life Cycle

- Planning
- Full Acquisition
- Operations and Maintenance
- Mixed Life Cycle
- Multi-Agency Collaboration

7. What was the first budget year this investment was submitted to OMB? FY2005

8.

a. **Provide a brief summary of the investment and justification, including a brief description of how this closes in part or in whole an identified agency performance gap, specific accomplishments expected by the budget year and the related benefit to the mission, and the primary beneficiary(ies) of the investment.**

ASR-9 systems provide aircraft detection and weather information to air traffic controllers at the highest activity airports. The ASR-9 tracks all aircraft within its range and provides those tracks, as well as six-level weather intensity information, to terminal automation systems utilized by air traffic controllers to safely and efficiently separate aircraft in the terminal environment. The ASR-9 provides data to AMASS and ASDE-X, which are used for surface surveillance to reduce the likelihood of runway incursions. The purpose of the investment has been to address the most troublesome components within the ASR-9 transmitter - the modulator pulse assembly, trigger amplifier, and post charge regulator - in order to ensure that the current level of system availability and reliability is maintained. The Modulator Pulse Assembly (MPA) and related components are responsible for up to 50% of the failures associated with the transmitter, and thus this subassembly is considered the greatest single risk to system reliability and availability. Without these modifications to the ASR-9 transmitter, the ASR-9 would continue to experience decreasing reliability and availability over time. The cost of technology refresh was determined to be more cost-effective than full replacement of systems; system performance with existing systems has been sufficient to meet both the safety and capacity needs of the nation's air traffic system at major airports. The investment assumed the solution would have an economic service life of 20 years. This investment encompassed a mixed life cycle in both the solution development and operations and maintenance phases of the FAA's Acquisition Management System (equivalent to the Control and Evaluate Phases of CPIC). The baseline, based on the June 2005 JRC decision approving the investment, reflected the activities necessary to perform the design, development, production and installation of the MPA modification to the ASR-9 transmitter. Based on a successful Critical Design Review a production decision was obtained in December 2005. The system successfully completed testing and production was authorized. Implementation began in December 2007 and was completed October 7, 2010. The post-modification operational analysis will be complete by the end of March 2011.

b. **Provide any links to relevant websites that would be useful to gain additional information on the investment including links to GAO and IG reports.**

Title	Link
NONE	

9.

a. **Provide the date of the Agency's Executive/Investment Committee approval of this investment.** 2010-11-02

b. **Provide the date of the most recent or planned approved project charter.** 2005-07-15

10. Contact information?

a. **Program/Project Manager Name:** *
Phone Number: *
Email: *

b. **Business Function Owner Name (i.e. Executive Agent or Investment Owner):** Steve Osterdahl
Phone Number: *
Email: *

11. What project management qualifications does the Project Manager have? (choose only one per FAC-P/PM or DAWIA): Project manager has been validated according to FAC-P/PM or DAWIA criteria as qualified for this investment.

- Project manager has been validated according to FAC-P/PM or DAWIA criteria as qualified for this investment.
- Project manager qualifications according to FAC-P/PM or DAWIA criteria is under review for this investment.
- Project manager assigned to investment, but does not meet requirements according to FAC-P/PM or DAWIA criteria.
- Project manager assigned but qualification status review has not yet started.
- No project manager has yet been assigned to this investment.

Section B: Summary of Funding (Budget Authority for Capital Assets)

1.

Table I.B.1: Summary of Funding
(In millions of dollars)
(Estimates for BY+1 and beyond are for planning purposes only and do not represent budget decisions)

	PY-1 and earlier	PY 2010	CY 2011 (CY Continuing Resolution)	BY 2012	BY+1 2013	BY+2 2014	BY+3 2015	BY+4 and beyond	Total
Planning:	*	*	*	*	*	*	*	*	*
Acquisition:	*	*	*	*	*	*	*	*	*
Planning & Acquisition Government FTE Costs	*	*	*	*	*	*	*	*	*
Subtotal Planning & Acquisition(DME):	*	*	*	*	*	*	*	*	*
Operations & Maintenance:	*	*	*	*	*	*	*	*	*
Disposition Costs (optional):	*	*	*	*	*	*	*	*	*
Operations, Maintenance, Disposition Government FTE Costs	*	*	*	*	*	*	*	*	*
Subtotal O&M and Disposition Costs (SS):	*	*	*	*	*	*	*	*	*
TOTAL FTE Costs	*	*	*	*	*	*	*	*	*
TOTAL (not including FTE costs):	*	*	*	*	*	*	*	*	*
TOTAL (including FTE costs):	*	*	*	*	*	*	*	*	*
Number of FTE represented by	*	*	*	*	*	*	*	*	*

Table I.B.1: Summary of Funding
(In millions of dollars)
(Estimates for BY+1 and beyond are for planning purposes only and do not represent budget decisions)

	PY-1 and earlier	PY 2010	CY 2011 (CY Continuing Resolution)	BY 2012	BY+1 2013	BY+2 2014	BY+3 2015	BY+4 and beyond	Total
Costs:									

2. Insert the number of years covered in the column "PY-1 and earlier": 6

3. Insert the number of years covered in the column "BY+4 and beyond": *

4. If the summary of funding has changed from the FY 2011 President's Budget request, briefly explain those changes:
*

Section C: Acquisition/Contract Strategy (All Capital Assets)

1.

Table I.C.1 Contracts Table

Contract Status	Contracting Agency ID	Procurement Instrument Identifier (PIID)	Indefinite Delivery Vehicle (IDV) Reference ID	Solicitation ID	Alternative financing	EVM Required	Ultimate Contract Value (M)	Type of Contract/Task Order (Pricing)	Is the contract a Performance Based Service Acquisition (PBSA)?	Effective date	Actual or expected End Date of Contract/Task Order	Extent Competed	Short description of acquisition
Awarded	6920	DTFAWA04C00067			*	*		Firm Fixed Price	Y	2004-09-10	2008-12-31	N	To fund First Article ASR-9 Sustainment Transmitter Modification Kits (POP 8/6/04 - 8/10/05)
Awarded	6920	DTFAWA04C00008			*	*							
Awarded	6920	DTFAWA09C00052			*	*		Cost Plus Fixed Fee	N	2009-06-08	2010-06-05	Y	Provide incremental funding to issue Work Authorization #0001 under contract DTFAWA-09-C-00052 award.
Awarded	6920	DTFAWA09C00053		WA-09-04131	*	*		Cost Plus Fixed Fee	N	2009-05-19	2010-05-31	Y	Support services for critical Engineering and Scientific Support

Table I.C.1 Contracts Table

Contract Status	Contracting Agency ID	Procurement Instrument Identifier (PIID)	Indefinite Delivery Vehicle (IDV) Reference ID	Solicitation ID	Alternative financing	EVM Required	Ultimate Contract Value (M)	Type of Contract/Task Order (Pricing)	Is the contract a Performance Based Service Acquisition (PBSA)?	Effective date	Actual or expected End Date of Contract/Task Order	Extent Competed	Short description of acquisition
													Services
Awarded	6920	DTFAWA09C00039			*	*		Cost Plus Fixed Fee	N	2009-05-04	2013-05-31	Y	Provide incremental funding for labor hours, travel, and ODC's under APPTIS contract DTFAWA-09-C-00039, on Work Authorization #0001.
Awarded	6920	DTFAWA09C00042		WA-09-03562	*	*		Cost Plus Fixed Fee	N	2009-04-30	2013-05-31	Y	Support services providing critical Program Planning/Execution/Implementation and Cost & Financial assistance
Awarded	6920	DTFACT09D00010			*	*		Time and Materials	N	2009-04-29		Y	Service Operations Support (SOS) - 7

Table I.C.1 Contracts Table

Contract Status	Contracting Agency ID	Procurement Instrument Identifier (PIID)	Indefinite Delivery Vehicle (IDV) Reference ID	Solicitation ID	Alternative financing	EVM Required	Ultimate Contract Value (M)	Type of Contract/Task Order (Pricing)	Is the contract a Performance Based Service Acquisition (PBSA)?	Effective date	Actual or expected End Date of Contract/Task Order	Extent Competed	Short description of acquisition
Awarded	6920	DTFAAC07D00004			*	*		Firm Fixed Price	N	2006-11-06		N	REPAIR OF FOUR RADIO CONTROL EQUIPMENT (RCE) LINE REPLACEMENT UNITS AND QUARTERLY&COMULATIVE REPAIR STATUS REPORTS

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:
*

3.

a. **Has an Acquisition Plan been developed? If yes, please answer the questions that follow** *
b. **Does the Acquisition Plan reflect the requirements of FAR Subpart 7.1** *
c. **Was the Acquisition Plan approved in accordance with agency requirements** *
d. **If "yes," enter the date of approval?** *
e. **Is the acquisition plan consistent with your agency Strategic Sustainability Performance Plan?** *
f. **Does the acquisition plan meet the requirements of EOs 13423 and 13514?** *
g. **If an Acquisition Plan has not been developed, provide a brief explanation.**
*

Part II: IT Capital Investments

Section A: General

1.

a. **Confirm that the IT Program/Project manager has the following competencies: configuration management, data management, information management, information resources strategy and planning, information systems/network security, IT architecture, IT performance assessment, infrastructure design, systems integration, systems life cycle, technology awareness, and capital planning and investment control.** yes

b. **If not, confirm that the PM has a development plan to achieve competencies either by direct experience or education.**

2. Describe the progress of evaluating cloud computing alternatives for service delivery to support this investment. FAA is considering initiatives such as the Data Center Consolidation Initiative and System Wide Information Management (SWIM) program to identify benefits, risks, and potential transition strategy associated with migrating capabilities to the cloud.

3. Provide the date of the most recent or planned Quality Assurance Plan 2011-04-29

4.

a. **Provide the UPI of all other investments that have a significant dependency on the successful implementation of this investment.** 021-12-01-11-01-1020-00,021-12-01-11-01-1160-00

b. **If this investment is significantly dependent on the successful implementation of another investment(s), please provide the UPI(s).**

5. An Alternatives Analysis must be conducted for all Major Investments with Planning and Acquisition (DME) activities and evaluate the costs and benefits of at least three alternatives and the status quo. The details of the analysis must be available to OMB upon request. Provide the date of the most recent or planned alternatives analysis for this investment. 2005-06-30

6. Risks must be actively managed throughout the lifecycle of the investment. The Risk Management Plan and risk register must be available to OMB upon request. Provide the date that the risk register was last updated. 2010-08-03

Section B: Cost and Schedule Performance

Table II.B.1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline:

Description of Activity	DME or SS	Agency EA Transition Plan Milestone Identifier	Planned Cost ($M)	Actual Cost ($M)	Planned Start Date	Actual Start Date	Planned Completion Date	Actual Completion Date	Planned Percent Complete	Actual Percent Complete
(S18) Final Planning, including Final Investment Decision	DME	*	$7.2	$7.2	2003-10-01	2003-10-01	2005-09-30	2005-05-30	100.00%	100.00%
(S25) Critical Design Review	DME	*	$6.4	$5.5	2005-07-29	2005-07-01	2006-05-31	2005-12-16	100.00%	100.00%
(S31) OT&E Completed	DME	*	$13.7	$14.1	2005-07-29	2005-07-01	2007-10-31	2007-07-31	100.00%	100.00%
(S43) In-Service Decision	DME	*	$13.6	$13.6	2006-11-30	2006-05-31	2007-11-30	2007-08-31	100.00%	100.00%
(S49) Installation at 28 sites	DME	*	$7.1	$7.0	2008-03-30	2007-11-30	2008-09-30	2008-10-31	100.00%	100.00%
(S50) Installation at 48 sites	DME	*	$11.4	$11.3	2008-10-01	2008-11-01	2009-09-30	2009-10-29	100.00%	100.00%
(S51) Installation at 48 sites	DME	*	$11.4	$9.8	2009-10-01	2009-03-31	2010-09-30	2010-07-30	100.00%	100.00%
(S52) Installation at 10 sites	DME	*	$3.2	$3.0	2010-10-01	2009-03-31	2011-02-01	2010-10-07	100.00%	100.00%
Operations & Maintenance (FY 2008 and prior)	SS	*	$0.1	$0.1	2006-10-01	2006-10-01	2008-09-30	2008-09-30	100.00%	100.00%
Operations & Maintenance (FY 2009)	SS	*	$0.3	$0.3	2008-10-01	2008-10-01	2009-09-30	2009-09-30	100.00%	100.00%
Operations & Maintenance (FY 2010)	SS	*	$0.4	$0.4	2009-10-01	2009-10-01	2010-09-30	2010-09-30	100.00%	100.00%
Operations & Maintenance (FY 2011)	SS	*	$0.6	$0.4	2010-10-01	2010-10-01	2011-09-30		67.00%	67.00%
Operations &	SS	*	$0.6	$0.0	2011-10-01		2012-09-30		0.00%	0.00%

Table II.B.1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline:

Description of Activity	DME or SS	Agency EA Transition Plan Milestone Identifier	Planned Cost ($M)	Actual Cost ($M)	Planned Start Date	Actual Start Date	Planned Completion Date	Actual Completion Date	Planned Percent Complete	Actual Percent Complete
Maintenance (FY 2012)										
Operations & Maintenance (FY 2013)	SS	*	*	*	2012-10-01	*	2013-09-30	*	*	*
Operations & Maintenance (FY 2014-2025)	SS	*	*	*	2013-10-01	*	2025-09-30	*	*	*

2. If the investment cost, schedule, or performance variances are not within 10 percent of the current baseline, provide a complete analysis of the reasons for the variances, the corrective actions to be taken, and the most likely estimate at completion. The acceleration of installation in 2010, drove the Program to complete with a positive schedule variance greater than 10%.

3. For mixed lifecycle or operations and maintenance investments an Operational Analysis must be performed annually. Operational analysis may identify the need to redesign or modify an asset by identifying previously undetected faults in design, construction, or installation/integration, highlighting whether actual operation and maintenance costs vary significantly from budgeted costs, or documenting that the asset is failing to meet program requirements. The details of the analysis must be available to OMB upon request. Insert the date of the most recent or planned operational analysis. 2011-01-28

4. Did the Operational analysis cover all 4 areas of analysis: Customer Results, Strategic and Business Results, Financial Performance, and Innovation? no

Section C: Financial Management Systems

Table II.C.1: Financial Management Systems

System(s) Name	System acronym	Type of Financial System	BY Funding
*	*	*	*

Section D: Multi-Agency Collaboration Oversight (For Multi-Agency Collaborations only)

Table II.D.1. Customer Table:

Customer Agency	Joint exhibit approval date
NONE	

Table II.D.2. Shared Service Providers

Shared Service Provider (Agency)	Shared Service Asset Title	Shared Service Provider Exhibit 53 UPI (BY 2011)
*	*	*

Table II.D.3. For IT Investments, Partner Funding Strategies ($millions):

Partner Agency	Partner exhibit 53 UPI (BY 2012)	CY Monetary Contribution	CY "In-Kind" Contribution	CY Fee-for-Service	BY Monetary Contribution	BY "In-Kind" Contribution	BY Fee-for-Service
NONE							

Table II.D.4. Legacy Systems Being Replaced

Name of the Legacy Investment of Systems	Current UPI	Date of the System Retirement
*	*	*

Section E: Performance Information

Table I.E.1a. Performance Metric Attributes

Measurement Area (For IT Assets)	Measurement Grouping (For IT Assets)	Measurement Indicator	Reporting Frequency	Unit of Measure	Performance Measure Direction	Baseline	Year Baseline Established for this measure (Origination Date)
Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages	annual	Hours	Decrease	18 delayed aircraft per year due to MPA-related outages	2005-09-13
			Fiscal Year	**Target**	**Actual Results**	**Target "Met" or "Not Met"**	**Last Updated**
			2005	Decrease of 4.14 annual aircraft delayed due to MPA-related outages	Planning was finalized with a Final Investment Decision received in June 2005. First actual performance improvement results reported for CY 2008.	Met	2010-09-20
Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages	annual	Number Aircraft delays	Decrease	18 delayed aircraft per year due to MPA-related outages	2005-09-08
			Fiscal Year	**Target**	**Actual Results**	**Target "Met" or "Not Met"**	**Last Updated**
			2006	Decrease of 4.14 annual aircraft delayed due to MPA-related outages	Critical Design Review was completed in December 2005. First actual performance improvement results reported for CY 2008.	Met	2010-09-20
Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages	annual	Hours	Decrease	18 delayed aircraft per year due to MPA-related outages	2005-09-03
			Fiscal Year	**Target**	**Actual Results**	**Target "Met" or "Not Met"**	**Last Updated**
			2007	Decrease of 4.14 annual aircraft delayed due to MPA-related outages	Operational Test and Evaluation was completed in July 2007.	Met	2010-09-20

					First actual performance improvement results reported for CY 2008.		
Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages	annual	Number Aircraft delays	Decrease	18 delayed aircraft per year due to MPA-related outages	2005-09-18
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2008	Decrease of 4 annual aircraft delayed due to MPA-related outages	0 delayed aircraft specifically associated with MPA failures.	Met	2010-09-20
Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages	annual	Number Aircraft delays	Decrease	20 delayed aircraft per year due to MPA-related outages	2005-09-23
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2009	Decrease of 4 annual aircraft delayed due to MPA-related outages	0 delays due to MPA-related outages (NASPAS)	Met	2010-09-20
Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages	annual	Number Aircraft delays	Decrease	18 delayed aircraft per year due to MPA-related outages	2005-09-28
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2010	Decrease of 4 annual aircraft delayed due to MPA-related outages	Number of aircraft delayed due to MPA-related outages were decreased to 0.	Met	2011-04-22
Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages	annual	Number Aircraft delays	Decrease	16 delayed aircraft per year due to MPA-related outages	2005-10-01
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2011	Decrease of 4 annual aircraft delayed due to MPA-related outages	Actual results expected in April 2012	Not Due	2010-09-20

Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages	annual	Number Aircraft delays	Decrease	22 delayed aircraft per year due to MPA-related outages	2005-10-01
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2012	Decrease of 4 annual aircraft delayed due to MPA-related outages	Actual results expected in April 2013	Not Due	2010-09-20
			2013	Decrease of 4.14 annual aircraft delayed due to MPA-related outages	Actual results expected in April 2014	Not Due	2010-09-20
Mission and Business Results	Air Transportation	Reduce aircraft delays due to ASR-9 MPA-related outages	annual	Number Aircraft delays	Decrease	92 delayed aircraft per year due to MPA-related outages	2005-10-01
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2014	Decrease of 12 annual aircraft delayed due to MPA-related outages	Actual results expected in April 2015	Not Due	2010-09-20
Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages	annual	Hours	Decrease	13.7 delay hours per year due to MPA-related outages	2005-09-02
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2005	Decrease of 3.15 annual delay hours (23% improvement)	Planning was finalized with a Final Investment Decision received in June 2005. First actual performance improvement results reported for CY 2008.	Met	2010-09-20
Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages	annual	Hours	Decrease	13.7 delay hours per year due to MPA-related outages	2005-09-07
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2006	Reliability analysis and	Critical Design Review	Met	2010-09-20

				demonstration indicates a decrease of 3.15 hours (23% improvement)	was completed in December 2005. First actual performance improvement results reported for CY 2008.		
Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages	annual	Hours	Decrease	13.7 delay hours per year due to MPA-related outages	2005-09-12
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2007	Reliability analysis and demonstration indicates a decrease of 3.15 hours (23% improvement)	Operational Test and Evaluation was completed in July 2007. First actual performance improvement results reported for CY 2008.	Met	2010-09-20
Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages	annual	Hours	Decrease	13.7 delay hours per year due to MPA-related outages	2005-09-17
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2008	Decrease of 3.15 annual delay hours (23% improvement)	0 delay hours specifically associated with MPA failures.	Met	2010-09-20
Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages	annual	Hours	Decrease	13.7 delay hours per year due to MPA-related outages	2005-09-22
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2009	Decrease of 2.5 annual delay hours	0 delay hours due to MPA-related outages (NASPAS)	Met	2010-09-20
Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages	annual	Hours	Decrease	13.7 delay hours per year due to MPA-related outages	2005-09-27
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated

			2010	Decrease of 2.0 annual delay hours	Number of flights delayed due to MPA-related outages were decreased to 0 .	Met	2011-04-22
Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages	annual	Hours	Decrease	13.7 delay hours per year due to MPA-related outages	2005-10-01
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2011	Decrease of .8 annual delay hours	Actual results expected in April 2012	Not Due	2010-09-20
Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages	annual	Hours	Decrease	17.5 delay hours per year due to MPA-related outages	2005-10-01
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2012	Decrease of .4 annual delay hours	Actual results expected in April 2013	Not Due	2010-09-20
			2013	Decrease of .4 annual delay hours	Actual results expected in April 2014	Not Due	2010-09-20
Customer Results	Customer Impact or Burden	Reduce Flight Delays Due to ASR-9 MPA-related Outages	annual	Hours	Decrease	60.0 delay hours per year due to MPA-related outages	2005-10-01
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2014	Decrease of 16 annual delay hours	Actual results expected in April 2015	Not Due	2010-09-20
Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages	annual	Hours	Decrease	25.6 annual outage hours per system	2005-09-06
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2005	Decrease of 2.6 annual outage hours per ASR-9	Planning was finalized with a Final Investment	Met	2010-09-20

				system	Decision received in June 2005. First actual performance improvement results reported for CY 2008.		
Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages	annual	Hours	Decrease	25.6 annual outage hours per system	2005-09-11
			Fiscal Year	**Target**	**Actual Results**	**Target "Met" or "Not Met"**	**Last Updated**
			2006	Decrease of 2.6 annual outage hours per ASR-9 system	Critical Design Review was completed in December 2005. First actual performance improvement results reported for CY 2008.	Met	2010-09-20
Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages	annual	Hours	Decrease	25.6 annual outage hours per system	2005-09-16
			Fiscal Year	**Target**	**Actual Results**	**Target "Met" or "Not Met"**	**Last Updated**
			2007	Decrease of 2.6 annual outage hours per ASR-9 system	Operational Test and Evaluation was completed in July 2007. First actual performance improvement results reported for CY 2008.	Met	2010-09-20
Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages	annual	Hours	Decrease	25.6 annual outage hours per system	2005-09-21
			Fiscal Year	**Target**	**Actual Results**	**Target "Met" or "Not Met"**	**Last Updated**
			2008	Decrease of 2.6 annual outage hours per ASR-9 system	9.223 average unscheduled outage hours per system.	Met	2010-09-20
Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages	annual	Hours	Decrease	28 annual outage hours per system	2005-09-26

			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2009	Decrease of 2.8 annual outage hours per ASR-9 system	20.5 annual outage hours per system (RMLS)	Met	2010-09-20
Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages	annual	Hours	Decrease	28 annual outage hours per system	2005-10-01

			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2010	Decrease of 2.8 annual outage hours per ASR-9 system	Reduced unscheduled ASR-9 equipment outages by 19 hours per site	Met	2011-04-22
Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages	annual	Hours	Decrease	26 annual outage hours per system	2005-10-01

			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2011	Decrease of 2.6 annual outage hours per ASR-9 system	Actual results expected in April 2012	Not Due	2010-09-20
			2014	Decrease of 2.6 annual outage hours per ASR-9 system	Actual results expected in April 2015	Not Due	2010-09-20
Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages	annual	Hours	Decrease	24.0 annual outage hours per system	2005-10-01

			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2012	Decrease of 2.4 annual outage hours per ASR-9 system	Actual results expected in April 2013	Not Due	2010-09-20
Technology	Availability	Reduce hours of unscheduled ASR-9 equipment outages	annual	Hours	Decrease	22 annual outage hours per system	2005-10-01

			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2013	Decrease of 2.6 annual outage hours per ASR-9 system	Actual results expected in April 2014	Not Due	2010-09-20
Technology	Reliability	Reduce Mean Time To Repair	annual	Hours	Decrease	Repair time of 18.5 hours per transmitter failure	2005-09-05

Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
2005	Mean Time To Repair for MPA assembly reduced to 1.3 hours on modified systems	Planning was finalized with a Final Investment Decision received in June 2005. First actual performance improvement results reported for CY 2008.	Met	2010-09-20

Technology	Reliability	Reduce Mean Time To Repair	annual	Hours	Decrease	Repair time of 18.5 hours per transmitter failure	2005-09-10

Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
2006	Mean Time To Repair for MPA assembly reduced to 1.3 hours on modified systems	Critical Design Review was completed in December 2005. First actual performance improvement results reported for CY 2008.	Met	2010-09-20

Technology	Reliability	Reduce Mean Time To Repair	annual	Hours	Decrease	Repair time of 18.5 hours per transmitter failure	2005-09-15

Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
2007	Mean Time To Repair for MPA assembly reduced to 1.3 hours on modified systems	Operational Test and Evaluation was completed in July 2007. First actual performance improvement results reported for CY 2008.	Met	2010-09-20

Technology	Reliability	Reduce Mean Time To Repair	annual	Hours	Decrease	Repair time of 18.5 hours per transmitter failure	2005-09-20
			Fiscal Year	**Target**	**Actual Results**	**Target "Met" or "Not Met"**	**Last Updated**
			2008	Mean Time To Repair for MPA assembly reduced to 1.3 hours on modified systems	MTTR reduced to 1.3 hours for modified systems.	Met	2010-09-20
Technology	Reliability	Reduce Mean Time To Repair	annual	Hours	Decrease	Repair time of 18.5 hours per transmitter failure	2005-09-25
			Fiscal Year	**Target**	**Actual Results**	**Target "Met" or "Not Met"**	**Last Updated**
			2009	Mean Time To Repair for MPA assembly reduced to 1.3 hours based on modified systems	Performance Improvement achieved in 2008. Metric to be deleted.	Met	2010-09-20
Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs	annual	Dollars	Decrease	$11K per site technician and logistics support costs	2005-09-04
			Fiscal Year	**Target**	**Actual Results**	**Target "Met" or "Not Met"**	**Last Updated**
			2005	Reduction in Mean Time To Repair results in $2K per site avoided maintenance costs	Planning was finalized with a Final Investment Decision received in June 2005. First actual performance improvement results reported for CY 2008.	Met	2010-09-20
Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs	annual	Dollars	Decrease	$11K per site technician and logistics support costs	2005-09-09
			Fiscal Year	**Target**	**Actual Results**	**Target "Met" or "Not Met"**	**Last Updated**
			2006	Reduction in Mean Time To Repair results in $2K per site avoided	Critical Design Review was completed in December 2005. First	Met	2010-09-20

				maintenance costs	actual performance improvement results reported for CY 2008.		
Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs	annual	Dollars	Decrease	$11K per site technician and logistics support costs	2005-09-14
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2007	Reduction in Mean Time To Repair results in $2K per site avoided maintenance costs	Operational Test and Evaluation was completed in July 2007. First actual performance improvement results reported for CY 2008.	Met	2010-09-20
Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs	annual	Dollars	Decrease	$11K per site technician and logistics support costs	2005-09-19
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2008	Reduction in Mean Time To Repair results in $2K per site avoided maintenance costs	Technician and logistics support costs reduced by $2K per site.	Met	2010-09-20
Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs	annual	Dollars	Decrease	$11K per site technician and logistics support costs	2005-09-24
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated
			2009	Reduction in Mean Time To Repair results in $2K per site avoided maintenance costs	$2k reduction per site (technician and logistics support costs) (CFI-Logistics Center)	Met	2010-09-20
Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs	annual	Dollars	Decrease	$11K per site technician and logistics support costs	2005-09-29
			Fiscal Year	Target	Actual Results	Target "Met" or "Not Met"	Last Updated

			2010	Reduction in Mean Time To Repair results in $1K per site avoided maintenance costs	Reduced SMO/site logistics and maintenance costs by $6,000 per site	Met	2011-04-22
Processes and Activities	Efficiency	Reduced SMO/site logistics and maintenance costs	annual	Dollars	Decrease	$11K per site technician and logistics support costs	2005-10-01
			Fiscal Year	**Target**	**Actual Results**	**Target "Met" or "Not Met"**	**Last Updated**
			2011	Reduction in Mean Time To Repair results in $1K per site avoided maintenance costs	Actual results expected in April 2012	Not Due	2010-09-20
			2012	Reduction in Mean Time To Repair results in $1K per site avoided maintenance costs	Actual results expected in April 2013	Not Due	2010-09-20
			2013	Reduction in Mean Time To Repair results in $1K per site avoided maintenance costs	Actual results expected in April 2014	Not Due	2010-09-20
			2014	Reduction in Mean Time To Repair results in $1K per site avoided maintenance costs	Actual results expected in April 2015	Not Due	2010-09-20

* - Indicates data is redacted.