

Exhibit 300 (BY2009)

PART ONE	
OVERVIEW	
1. Date of Submission:	2007-09-07
2. Agency:	026
3. Bureau:	00
4. Name of this Capital Asset:	NASA Integrated Enterprise Management - Aircraft Management Module
5. Unique Project Identifier:	026-00-01-01-01-1104-00
6. What kind of investment will this be in FY2009?	
Mixed Life Cycle	
7. What was the first budget year this investment was submitted to OMB?	
FY2006	
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.	
<p>The Aircraft Management Module (AMM) investment supports NASA's Cross-Cutting Management Strategies, specifically: Integrated Financial Management, Strategic Management of Information and Information Technologies, Strategic Management of Capital Assets, Strategic Planning and Performance Management Systems. In turn, these strategies comply with statutory requirements in the Clinger-Cohen Act and the Government Performance and Results Act. AMM aligns with President Management Agenda items: Budget and Performance Integration, Improved Financial Performance, and Expanded E-Government. Internal audits conducted in the 2nd qtr FY2000 concluded that NASA's current Aircraft Management System was not compliant with OMB Circular A-126 or 41 CFR; specific performance gaps: failing to provide for process reengineering or standardization, totally manual record keeping, little integration or interoperability between and among Center systems, encapsulated major redundancies and compatibility issues, and costly upgrades to existing locally based systems (many of which are deteriorating/degrading due to additional requirements for data. AMM is a replacement of Center-specific Aircraft Management Systems with a COTS/third-party custom system that is flexible but will establish integrated aircraft operations and business management capabilities at NASA centers providing a web-based single authoritative source of access to real-time/near real-time personnel, safety and asset data, specifically: reports for aircrew and ground crew qualifications and currency, aircraft parts inventory/procurement, aircraft maintenance and configuration management and financial management; enable improved and consistent reporting of program and service operations via traceable compliance with NASA & FAA regulations; enable aircraft managers to make investments in assets that support the mission need, reduce operating and maintenance costs, and extend the life of the asset. With AMM, customers and stakeholders will have access to vendor and contract data and will be able to initiate procurements and exchange information, for example, users at the Centers would have better information, data access, and self-service to procure, track, and dispose of assets. Without a system, it will be difficult for NASA to properly substantiate budget requests to executive and Congressional stakeholders.</p>	
9. Did the Agency's Executive/Investment Committee approve this request?	
yes	
9.a. If "yes," what was the date of this approval?	
2006-07-10	
10. Did the Project Manager review this Exhibit?	
yes	
11. Project Manager Name:	
Dan Swint	
Project Manager Phone:	
281-244- 9639	
Project Manager Email:	
dan.d.swint@nasa.gov	
11.a. What is the current FAC-P/PM certification level of the project/program manager?	

Mid/Journeyman-level	
12. Has the agency developed and/or promoted cost effective, energy-efficient and environmentally sustainable techniques or practices for this project.	
no	
12.a. Will this investment include electronic assets (including computers)?	
yes	
12.b. Is this investment for new construction or major retrofit of a Federal building or facility? (answer applicable to non-IT assets only)	
no	
13. Does this investment directly support one of the PMA initiatives?	
yes	
If yes, select the initiatives that apply:	
Expanded E-Government Financial Performance Human Capital	
13.a. Briefly and specifically describe for each selected how this asset directly supports the identified initiative(s)? (e.g. If E-Gov is selected, is it an approved shared service provider or the managing partner?)	
Budget Performance Integration - asset management will be integrated with overall budget processes, providing granularity and transparency to the budget formulation process. Financial Performance - the investment consolidates and standardizes aircraft asset management methodologies and systems. A cost savings associated with maintaining redundant systems will be realized. Expanded E-Government - eliminate manual record keeping and consolidation of existing systems into a single data portal.	
14. Does this investment support a program assessed using the Program Assessment Rating Tool (PART)?	
yes	
14.a. If yes, does this investment address a weakness found during the PART review?	
no	
14.b. If yes, what is the name of the PARTed program?	
Integrated Enterprise Management	
14.c. If yes, what rating did the PART receive?	
Moderately Effective	
15. Is this investment for information technology?	
yes	
16. What is the level of the IT Project (per CIO Council's PM Guidance)?	
Level 2	
17. What project management qualifications does the Project Manager have? (per CIO Council's PM Guidance)	
(1) Project manager has been validated as qualified for this investment	
18. Is this investment identified as high risk on the Q4 - FY 2007 agency high risk report (per OMB memorandum M-05-23)?	
no	
19. Is this a financial management system?	
no	
19.a. If yes, does this investment address a FFMA compliance area?	
no	
19.a.2. If no, what does it address?	
Aircraft management, including cost management, use of public aircraft for passenger transport, aircrew qualifications and aircraft airworthiness.	
20. What is the percentage breakout for the total FY2008 funding request for the following? (This should total 100%)	
Hardware	0

Software	0
Services	0
Other	100

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?

no

22. Contact information of individual responsible for privacy related questions.

Name

Noreen McLeroy

Phone Number

281-244-9702

Title

Security Manager

Email

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23. Are the records produced by this investment appropriately scheduled with the National Archives and Records Administration's approval?

yes

24. Does this investment directly support one of the GAO High Risk Areas?

no

SUMMARY OF SPEND

1. 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.

All amounts represent Budget Authority

	PY 2007	CY 2008	BY 2009
Planning Budgetary Resources	0.340	0.000	0.000
Acquisition Budgetary Resources	2.623	4.043	2.012
Maintenance Budgetary Resources	0.191	0.177	1.063
Government FTE Cost	1.149	1.029	0.477
# of FTEs	8	8	4

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

PERFORMANCE

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 (indicators) 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 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 www.egov.gov. The table can be extended to include performance measures for years beyond FY 2009.

	Fiscal Year	Strategic Goal Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Planned Improvement to the Baseline	Actual Results
1	2007	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Mission and Business Results	Program Monitoring	Number of flights that have flown that included aircrew that was not operationally current.	10 flights	99% Decline	0 Flights
2	2007	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Customer Results	Response Time	Labor hours required to update all aircrew currency at each center.	50 hours	50% Decline	4 hours
3	2007	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Processes and Activities	Productivity	Time required to update all aircrew currency for each center.	50 hours	50% Decline	4 hours
4	2007	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Technology	Availability	NAMIS shall provide for smooth transition to paper and back to electronic processing in the event of system interruption.	100 hours in data uploading / convergence	50% Decline	Not yet measured
5	2008	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Mission and Business Results	Program Monitoring	Number of flights that have flown that included aircrew that was not operationally current.	10 flights	99% Decline	TBD
6	2008	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Customer Results	Response Time	Labor hours required to update all aircrew currency at each center	50 hours	50% Decline	TBD

	Fiscal Year	Strategic Goal Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Planned Improvement to the Baseline	Actual Results
7	2008	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Processes and Activities	Productivity	Time required to update all aircrew currency for each center.	50 hours	50% Decline	TBD
8	2008	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Technology	Availability	NAMIS shall provide for smooth transition to paper and back to electronic processing in the event of system interruption.	100 hours in data uploading / convergence	50% Decline	TBD
9	2009	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Mission and Business Results	Program Monitoring	Number of flights that have flown that included aircrew that was not operationally current.	10 flights	99% Decline	TBD
10	2009	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Customer Results	Response Time	Labor hours required to update all aircrew currency at each center	50 hours	50% Decline	TBD
11	2009	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Processes and Activities	Productivity	Time required to update all currency for each center.	50 hours	50% Decline	TBD
12	2009	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Technology	Availability	NAMIS shall provide for smooth transition to paper and back to electronic processing in the event of system interruption.	100 hours in data uploading / convergence	50% Decline	TBD

	Fiscal Year	Strategic Goal Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Planned Improvement to the Baseline	Actual Results
13	2010	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Mission and Business Results	Program Monitoring	Number of flights that have flown that included aircrew that was not operationally current.	10 flights	99% Decline	TBD
14	2010	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Customer Results	Response Time	Labor hours required to update all aircrew currency at each center	50 hours	50% Decline	TBD
15	2010	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Processes and Activities	Productivity	Time required to update all aircrew currency for each center.	50 hours	50% Decline	TBD
16	2010	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Technology	Availability	NAMIS shall provide for smooth transition to paper and back to electronic processing in the event of system interruption.	100 hours in data uploading / convergence	50% Decline	TBD
17	2011	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Mission and Business Results	Program Monitoring	Number of flights that have flown that included aircrew that was not operationally current.	10 flights	99% Decline	TBD
18	2011	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Customer Results	Response Time	Labor hours required to update all aircrew currency at each center	50 hours	50% Decline	TBD

	Fiscal Year	Strategic Goal Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Planned Improvement to the Baseline	Actual Results
19	2011	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Processes and Activities	Productivity	Time required to update all aircrew currency for each center.	50 hours	50% Decline	TBD
20	2011	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Technology	Availability	NAMIS shall provide for smooth transition to paper and back to electronic processing in the event of system interruption.	100 hours in data uploading / convergence	50% Decline	TBD
21	2012	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Mission and Business Results	Program Monitoring	Number of flights that have flown that included aircrew that was not operationally current.	10 flights	99% Decline	TBD
22	2012	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Customer Results	Response Time	Labor hours required to update all aircrew currency at each center	50 hours	50% Decline	TBD
23	2012	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Processes and Activities	Productivity	Time required to update all aircrew currency for each center.	50 hours	50% Decline	TBD
24	2012	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Technology	Availability	NAMIS shall provide for smooth transition to paper and back to electronic processing in the event of system interruption.	100 hours in data uploading / convergence	50% Decline	TBD

	Fiscal Year	Strategic Goal Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Planned Improvement to the Baseline	Actual Results
25	2013	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Mission and Business Results	Program Monitoring	Number of flights that have flown that included aircrew that was not operationally current.	10 flights	99% Decline	TBD
26	2013	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Customer Results	Response Time	Labor hours required to update all aircrew currency at each center	50 hours	50% Decline	TBD
27	2013	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Processes and Activities	Productivity	Time required to update all aircrew currency for each center.	50 hours	50% Decline	TBD
28	2013	Goal 3: Develop a balanced overall program of science, exploration and aeronautics.	Technology	Availability	NAMIS shall provide for smooth transition to paper and back to electronic processing in the event of system interruption.	100 hours in data uploading / convergence	50% Decline	TBD

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

2. Is this investment included in the agency's EA Transition Strategy?

yes

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

Aircraft Management Module (AMM)

3. Is this investment identified in a completed (contains a target architecture) and approved segment architecture?

no

4. 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/>.

Component: Use existing SRM Components or identify as NEW. A NEW component is one not already identified as a service component in the FEA SRM.

Reused Name and UPI: 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 or External Reuse?: 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.

Funding Percentage: 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.

	Agency Component Name	Agency Component Description	Service Type	Component	Reused Component Name	Reused UPI	Internal or External Reuse?	Funding %
1	Procurement	Support the ordering and purchasing of products and services	Supply Chain Management	Procurement			No Reuse	25
2	Process Tracking	Allow the monitoring of activities within the business cycle	Tracking and Workflow	Process Tracking			No Reuse	20
3	Document Revisions	Support the versioning and editing of content and documents	Document Management	Document Revisions			No Reuse	25
4	Document Review and Approval	Support the editing and commendation of documents before releasing them	Document Management	Document Review and Approval			No Reuse	15
5	Data Exchange	Support the interchange of information between multiple systems or	Data Management	Data Exchange			No Reuse	15

5. 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: 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.

Service Specification: 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.

	SRM Component	Service Area	Service Category	Service Standard	Service Specification (i.e., vendor and product name)
1	Procurement	Service Access and Delivery	Access Channels	Web Browser	Microsoft IE 5.x, 6.x, 7.x
2	Procurement	Service Access and Delivery	Delivery Channels	Intranet	NASA Wide Area Network
3	Procurement	Service Access and Delivery	Service Requirements	Legislative / Compliance	Section 508

	SRM Component	Service Area	Service Category	Service Standard	Service Specification (i.e., vendor and product name)
4	Procurement	Service Access and Delivery	Service Requirements	Legislative / Compliance	Security
5	Procurement	Service Access and Delivery	Service Transport	Service Transport	TCP
6	Procurement	Service Access and Delivery	Service Transport	Service Transport	IP
7	Procurement	Service Access and Delivery	Service Transport	Service Transport	HTTP
8	Procurement	Service Platform and Infrastructure	Support Platforms	Platform Independent	SAP Open Architecture
9	Procurement	Service Platform and Infrastructure	Hardware / Infrastructure	Wide Area Network (WAN)	NASA WAN
10	Process Tracking	Service Access and Delivery	Access Channels	Web Browser	Microsoft IE 5.x, 6.x, 7.x
11	Process Tracking	Service Access and Delivery	Delivery Channels	Intranet	NASA Wide Area Network
12	Process Tracking	Service Access and Delivery	Service Requirements	Legislative / Compliance	Section 508
13	Process Tracking	Service Access and Delivery	Service Requirements	Legislative / Compliance	Security
14	Process Tracking	Service Access and Delivery	Service Transport	Service Transport	TCP
15	Process Tracking	Service Access and Delivery	Service Transport	Service Transport	IP
16	Process Tracking	Service Access and Delivery	Service Transport	Service Transport	HTTP
17	Process Tracking	Service Platform and Infrastructure	Support Platforms	Platform Independent	SAP Open Architecture
18	Process Tracking	Service Platform and Infrastructure	Hardware / Infrastructure	Wide Area Network (WAN)	NASA WAN
19	Document Revisions	Service Access and Delivery	Access Channels	Web Browser	Microsoft IE 5.x, 6.x, 7.x
20	Document Revisions	Service Access and Delivery	Access Channels	Web Browser	Microsoft IE 5.x, 6.x, 7.x
21	Document Revisions	Service Access and Delivery	Delivery Channels	Intranet	NASA Wide Area Network
22	Document Revisions	Service Access and Delivery	Service Requirements	Legislative / Compliance	Section 508
23	Document Revisions	Service Access and Delivery	Service Requirements	Legislative / Compliance	Security
24	Document Revisions	Service Access and Delivery	Service Transport	Service Transport	TCP
25	Document Revisions	Service Access and Delivery	Service Transport	Service Transport	IP
26	Document Revisions	Service Access and Delivery	Service Transport	Service Transport	HTTP

	SRM Component	Service Area	Service Category	Service Standard	Service Specification (i.e., vendor and product name)
27	Document Revisions	Component Framework	Business Logic	Platform Independent	SAP Open Architecture
28	Document Revisions	Service Platform and Infrastructure	Hardware / Infrastructure	Wide Area Network (WAN)	NASA WAN
29	Document Review and Approval	Service Access and Delivery	Access Channels	Web Browser	Microsoft IE 5.x, 6.x, 7.x
30	Document Review and Approval	Service Access and Delivery	Delivery Channels	Intranet	NASA Wide Area Network
31	Document Review and Approval	Service Access and Delivery	Service Requirements	Legislative / Compliance	Section 508
32	Document Review and Approval	Service Access and Delivery	Service Requirements	Legislative / Compliance	Security
33	Document Review and Approval	Service Access and Delivery	Service Transport	Service Transport	TCP
34	Document Review and Approval	Service Access and Delivery	Service Transport	Service Transport	IP
35	Document Review and Approval	Service Access and Delivery	Service Transport	Service Transport	HTTP
36	Document Review and Approval	Service Platform and Infrastructure	Support Platforms	Platform Independent	SAP Open Architecture

6. Will the application leverage existing components and/or applications across the Government (i.e., FirstGov, Pay.Gov, etc)?
no
PART TWO
RISK
<i>You should perform a risk assessment during the early planning and initial concept phase of the investment's life-cycle, develop 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.</i>
<i>Answer the following questions to describe how you are managing investment risks.</i>
1. Does the investment have a Risk Management Plan?
yes
1.a. If yes, what is the date of the plan?
2006-04-01
1.b. Has the Risk Management Plan been significantly changed since last year's submission to OMB?
no
3. Briefly describe how investment risks are reflected in the life cycle cost estimate and investment schedule:
A statistical cost/schedule risk program, @Risk, was used to perform a Monte Carlo analysis on the Development and Implementation costs (Planning & Acquisition) to determine the range of costs within given confidence intervals. Reserves were added to the estimates to cover the 90% confidence level. A program, based on the AMM Risk Management Plan, is in place to ensure that investment risks are reflected in the lifecycle cost estimate and schedule on an ongoing basis. After the initial risk assessment for AMM, documented in the 4/21/2006 Risk Management Plan for AMM, the Program Director oversees risk management jointly with the Project Manager in Quarterly Risk Review meetings. During this forum, the AMM project risk matrix is reviewed and updated. Values are assigned to risks or updated, and then risks are prioritized or re-prioritized in terms of their project impact. Cost impact is evaluated during this process. Costs incurred to eliminate, reduce, or respond to risk are documented and updated to ensure that project lifecycle costs and schedule estimates: (A) Are kept current throughout the fiscal year; (B) Reflect the implementation of risk response and risk mitigation strategies as necessary. AMMs ongoing and regularly scheduled risk management activities include the Quarterly Status Review with the Program Director combined with the Quarterly Risk Review. During these reviews the risk matrix is discussed and

updated. The reserves are estimated annually during the budget process using at least the high risks, the risk template identifies impact and probability and the combination of those two are put through Crystal Ball to develop the risk adjusted budget.

COST & SCHEDULE

<i>1. Does the earned value management system meet the criteria in ANSI/EIA Standard 748?</i>

no

<i>2. Is the CV% or SV% greater than $\pm 10\%$?</i>

no

<i>3. Has the investment re-baselined during the past fiscal year?</i>
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no

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