

**AIRPORT and AVIATION SYSTEMS Planners, Designers, Engineers**

The Castle • 10 Post Office Rd, Suite 000 • Forest Glen, Maryland 20910-1103 • USA • (301) 565-8000 • Fax: (301) 585-8680 •

<http://www.jta-atc.com>**Awarded Special Item Number(s)****SPECIAL ITEM NUMBER (SIN) DESCRIPTIONS**

PROFESSIONAL ENGINEERING DISCIPLINE (PED): ELECTRICAL ENGINEERING (EE)

SIN 871-1: Strategic Planning For Technology Programs/Activities

Services required under this SIN involve the definition and interpretation of high-level organizational engineering performance requirements such as projects, systems, missions, etc., and the objectives and approaches to their achievement. Typical associated tasks include, but are not limited to, an analysis of mission, program goals and objectives, requirements analysis, organizational performance assessment, special studies and analysis, training, privatization, and outsourcing.

SIN 871-2: Concept Development and Requirements Analysis

Services required under this SIN involve abstract or concept studies and analysis, requirements definition, preliminary planning, and the evaluation of alternative technical approaches and associated costs for the development or enhancement of high level general performance specifications of a system, project, mission, or activity. Typical associated tasks include, but are not limited to, requirements analysis, cost/cost-performance trade-off analysis, feasibility analysis, regulatory compliance support, technology conceptual designs, training, privatization, and outsourcing.

SIN 871-3: System Design, Engineering and Integration

Services required under this SIN involve the translation of a system (or subsystem, program, project, activity) concept into a preliminary and detailed design (engineering plans and specifications), performing risk identification/analysis/mitigation traceability, and then integrating the various components to produce a working prototype or model of the system. Typical associated tasks include, but are not limited to, computer-aided design, design studies and analysis, high level detailed specification preparation, configuration management and document control, fabrication and assembly, and simulation modeling, training, privatization, and outsourcing.

SIN 871-4: Test and Evaluation

Services required under this SIN involve the application of various techniques demonstrating that a prototype system (subsystem, program, project or activity) performs in accordance with the objectives outlined in the original design. Typical associated tasks include, but are not limited to, testing of a prototype and first articles, environmental testing, independent verification and validation, reverse engineering, simulation and modeling (to test the feasibility of a concept), system safety, quality assurance, physical testing of the product or system, training, privatization, and outsourcing.

SIN 871-5: Integrated Logistics Support

Services required under this SIN involves the analysis, planning, and detailed design of all engineering specific logistics support including material goods, personnel, and operational maintenance and repair of systems throughout their life cycles. Typical associated tasks include, but are not limited to, ergonomic/human performance analysis, feasibility analysis, logistics planning, requirements determination, policy standards/procedures development, long-term reliability and maintainability, training, privatization, and outsourcing.

SIN 871-6: Acquisition and Life Cycle Management

Services required under this SIN involve all of the planning, budgetary, contract and systems/program management execution functions required to procure and/or produce, render operational, and provide life cycle support (maintenance, repair, supplies, engineering specific logistics) to technology-based systems, activities, subsystems, projects, etc. Typical associated tasks include, but are not limited to, operation and maintenance, program/project management, construction management, technology transfer/insertion, training, privatization, and outsourcing.

Capabilities Narrative:

AVIATION SYSTEMS ENGINEERING AND SERVICES. AIR TRAFFIC CONTROL EQUIPMENT, ENGINEERING AND SERVICES.

Special Equipment/Materials:

FLIGHT PLAN DATA MANAGEMENT SOFTWARE & EQUIPMENT

References

| | | | |
|-----------|--|-----------|----------------------------------|
| Name: | NAV CANADA | Name: | Jamaica Civil Aviation Authority |
| Contract: | Polar Routes Study | Contract: | Billing software |
| Start: | 08/01/1998 | Start: | 05/01/1998 |
| End: | 01/01/2001 | End: | |
| Value: | 365,000 | Value: | \$90,000 |
| Contact: | Kim Troutman | Contact: | Col. Torrance Lewis |
| Phone: | 613-248-6972 | Phone: | 876-920-2250 |
| Name: | Northrop Grumman Overseas Service Corp | Name: | FAA |
| Contract: | Caucasus ATC Study | Contract: | DTFA03-00-D-00022 |
| Start: | 05/21/2001 | Start: | 06/03/1991 |
| End: | 11/02/2001 | End: | 05/31/2008 |
| Value: | 200,000 | Value: | 4,5000,000 |
| Contact: | Bruce Howard | Contact: | John Wiley |
| Phone: | 410-765-1363 | Phone: | 609-485-6012 |

| | |
|-----------|--|
| Name: | USAF |
| Contract: | WM-213 |
| Start: | 10/05/2004 |
| End: | 12/01/2007 |
| Value: | 200,000 |
| Contact: | John M. Dionne, Windmill International |
| Phone: | 603-821-6814 |

| | |
|-----------|-------------------|
| Name: | FAA |
| Contract: | DTFAWA-03-D-03034 |
| Start: | 07/10/2004 |
| End: | 02/28/2007 |
| Value: | 421,182 |
| Contact: | Jeanne Giering |
| Phone: | 202-385-7648 |

| | |
|-----------|-------------------------------|
| Name: | FAA |
| Contract: | DTFAWA-07-C-00009 |
| Start: | 06/01/2000 |
| End: | 09/30/2008 |
| Value: | 18,500,000 |
| Contact: | Bill Boyer bill.boyer@faa.gov |
| Phone: | 202-385-8939 |

NAICS Codes and Keywords:

| Primary? | Code | NAICS Code's Description | "Buy Green"? (1) | Small? (2) | Emerging? (3) |
|----------|--------|---|------------------|------------|---------------|
| Yes | 541330 | Engineering Services General \$4.5m small business size standard: [Yes] Special \$17m size standard for Marine Engineering and Naval Architecture: [Yes] Special \$25m size standard for Military and Aerospace Equipment and Military Weapons: [Yes] Special \$25m size standard for Contracts and Subcontracts for Engineering Services Awarded Under the National Energy Policy Act of 1992: [Yes] (5) | | Yes | No |

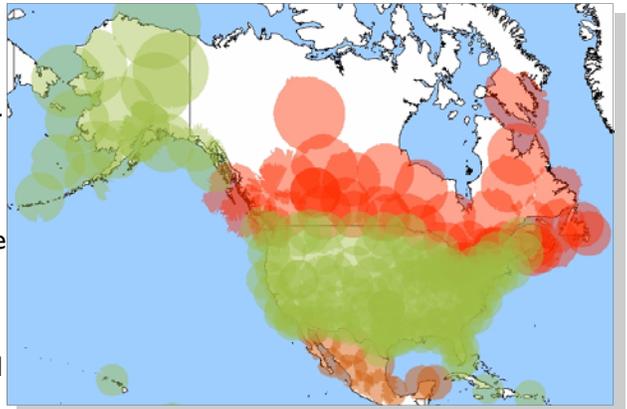
The structure of this page was last updated 09/24/2007, as part of Small Business Source System 6.4.

CNS Coverage Model

The Communication, Navigation, Surveillance (CNS) Coverage Model calculates the theoretical coverage of ground-based CNS facilities.

The CNS Coverage Model is used to create coverage maps for communication, navigation, and surveillance devices. These include primary and secondary radars, air-ground communication radios, VHF Omni-directional Range station and Distance Measuring Equipment navigation aids, among others. The waveforms of VHF and UHF share the characteristic of line-of-sight signal propagation. As such, the basic shape of coverage is conical, with increasing coverage at higher altitudes. VHF and UHF signals are affected by terrain and ground obstacles and therefore computing the theoretical coverage in a real world location requires complex calculations to account for such interference.

JTA developed the CNS Coverage Model as a powerful analysis tool to automate the complex coverage area calculations. This data is overlaid upon precise JTA Master Maps featuring terrain, obstacles, airways and other elements. Using the Model, JTA system engineers are able to produce highly accurate and detailed coverage analysis. This analysis has numerous applications such as determination of airspace and airway CNS coverage, assessing redundancy and gaps in coverage, and planning CNS device deployment.



Areas of radar union coverage at 20,000' MSL in Canada, United States and Mexico plotted by the JTA ASET CNS Coverage Model.

Coverage Area Methodology The CNS Coverage Model finds the spot elevations from Shuttle Radar Topography Mission (SRTM) and U.S. Geological Survey Digital Elevation Maps along azimuth lines and spot elevation lines. The granularity of the accuracy is fully configurable to meet requirements: the spacing between azimuth lines is adjustable from one (1) degree upwards and the length of azimuth lines is adjustable. The CNS Coverage Model then calculates the screening angle for each point of intersection found. Once this has been defined, the Model can then determine the device's coverage areas for different flight levels. This coverage area is derived from the maximum screening angles calculated along each azimuth.

Union and Multiple Coverage The output of the CNS Coverage Model can provide union and multiple coverage areas. Union coverage area shows the aggregate coverage resulting from multiple devices. In other words, where at least one device can provide coverage, multiple coverage shows areas of overlapping (redundant) coverage within the union coverage area. In other words, multiple coverage indicates where two or more devices cover the same area and the degree of redundant coverage.

ASET™ Aviation System Engineering Tools

Jerry Thompson & Associates, Inc.

AIRPORT and AVIATION SYSTEMS Planners, Designers, Engineers



At JTA, the Tools Make the Difference

JTA's technical staff employ a sophisticated set of tools that allow us to complete every job thoroughly, efficiently, and expertly. We continuously enhance our toolset to take maximum advantage of emerging commercial capabilities, as well as the evolution of the aviation industry.

JTA's ASET™ Benefits the Customer

JTA takes full advantage of state-of-the-art System Engineering and Program Management processes, procedures, and tools. JTA has created a family of models and tools, called Aviation System Engineering Tools (ASET), which have been selected from the best commercially available tools and supplemented with JTA developed software products. ASET is a powerful set of tools used internally by the JTA technical staff and it is the foundation for JTA's ability to provide outstanding systems engineering and program management services to the customer at a reasonable cost. In addition to the CNS Coverage Model, ASET functionality includes:

Master Mapper: The Master Mapper is a highly accurate map of the physical world. Hundreds of possible political and aviation information layers can then be added: sovereign and delegated airspace assigned by the International Civil Aviation Organization (ICAO); the world's flight information regions (FIRs); great circle routes between selected city pairs; airport locations; air routes; and, communication, navigation, and radar facility coverage. Operational and technical details for a country or region can also be added.

ANS Design Tool: The Air Navigation Service (ANS) Design Model traces ICAO-defined or National identified services through an Operational Concept Design and a Technical Concept Design to specific equipment, procedural, and personnel requirements.

Demand/Capacity Analysis Model: The Demand/Capacity Model determines the current scheduled traffic through a selected

Excellence through Innovation and Hard Work

airspace as well as other traffic that would benefit by gaining access to that airspace. When this tool is used with the Master Mapper, detailed airspace analysis based on demand and capacity projections can be conducted.

Revenue and Cost Analysis Model: The Revenue and Cost Model projects operating revenues and costs attributed to the levels of Air Navigation Services provided.

Staffing Analysis Models: The Air Traffic Control (ATC) Staffing Model projects the air traffic staffing required to support the projected demand using the planned sectorization scheme. A Technical Staffing Model is also available to plan the number of maintenance and operations personnel and their base locations.

Fully Configurable ATC Lab

JTA has developed a fully configurable air traffic control laboratory on its premises. This laboratory is designed to support both developmental work and test and evaluation tasks. JTA's engineering staff uses the ATC Lab to support its software development, system integration, and design work. JTA's air traffic controller and aviation technician staff uses the lab for the development of operational procedures, training packages, and technical alternatives. Additionally, JTA is able to test and evaluate new systems, operating concepts, procedures, training, or any number of scenarios, whether developed by JTA or another entity. JTA uses its ATC Lab for training and human factors evaluation as well. The lab can be configured to emulate any part of the U.S. airspace system or any international airspace.

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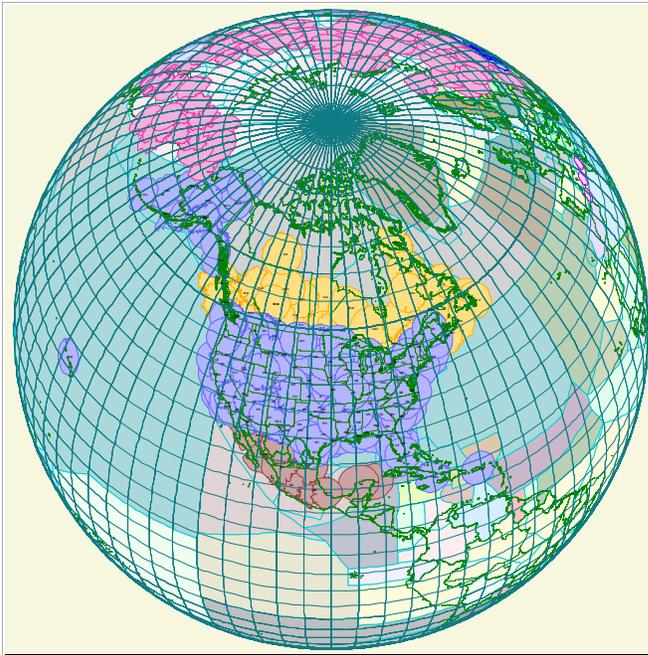




Master Mapper

The Master Mapper begins with an accurate map of the physical world upon which hundreds of possible aviation information layers can be added.

The Master Mapper is a very detailed and precise map tool customized for aviation. Using the physical map as its base layer, the Master Mapper can then be tailored for its intended utility. The Master Mapper is the foundation upon which much of the other ASET tools are built. Some of the aviation information layers which can be added include:



- Common references such as political boundaries, time zones, latitudes and longitudes
- Terrain contours and obstacle elevations
- Sovereign and delegated airspace as assigned by the International Civil Aviation Organization
- Flight Information Regions and sectors
- Airspace entry and exit points
- High- and low-altitude airways
- Great Circle routes and wind-adjusted routes
- Airport locations, navigation aids, communication facilities, and radar sites
- Communication, navigation, and surveillance system coverage areas

The Master Mapper is a specialized world map featuring hundreds of detailed aviation information layers, such as the sovereign and delegated airspaces and

The Master Mapper is a specialized world map featuring hundreds of detailed aviation information layers, such as the sovereign and delegated airspaces and

The Master Mapper uses a common reference basis for all map elements and aviation information layers to ensure the highest fidelity cartography. The Master Mapper can be displayed in any number of projection models (Mercator, orthographic, polar, and others) and in two-, three-, or four-dimensions. Output can be provided in hard copy or a wide variety of electronic media.

The Master Mapper is a key tool used by JTA's airspace experts for their design, planning, engineering and analysis work. It is the foundation for understanding the operational and technical realities of a given airspace. The comprehensive insight afforded by the Master Mapper enables high quality JTA engineering services.

ASET™ Aviation System Engineering Tools

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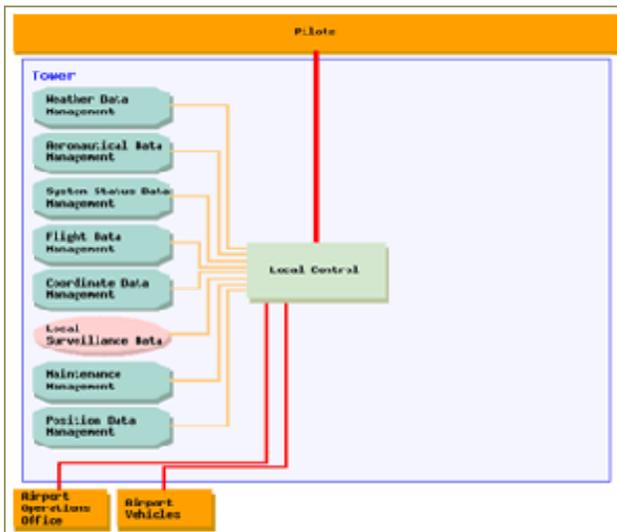
AIRPORT and AVIATION SYSTEMS Planners, Designers, Engineers



National Airspace System *DESIGN TOOL*™

The National Airspace System (NAS) Design Tool traces ICAO-defined or national identified services through an Operations Concept Design and a Technical Concept Design to specific equipment, procedural, and personnel requirements.

The JTA National Airspace System (NAS) Design Tool is a computer-aided system engineering tool for airspace system design and engineering. The Design Tool enables airspace designers to derive specific, detailed operational procedures and functional requirements from a broad operations concept. In the 1980s, system engineering practices were applied to the NAS systems for the first time. Today, the Design Tool extends the application of system engineering practices to NAS personnel and NAS procedures. For the first time, the entire operational NAS can be characterized in a structured manner. It facilitates the application of sound system engineering principles to manage the evolution of the NAS. Operational procedures and system specifications for emerging air traffic concepts can be quickly and methodically derived. Simulation, training, and requirements validation scenarios can be identified from the output of the NAS Design Tool.



The Design Tool is built on a series of databases with varying levels of information that can be manipulated to systematically develop alternative states of the NAS. The Tool describes the people, procedures, and machine functions necessary to provide the required services. The Tool establishes an operational design, provides traceability between provided services and equipment requirements, and includes an analysis function to compare alternative NAS designs. The designer is able to navigate through the Tool, become familiar with the baseline design information contained in the existing databases, and manipulate that information to create, modify, or eliminate alternative designs. The Design Tool gives the NAS designer the capability to define a new operations concept and derive the associated procedures and equipment requirements.

The NAS Design Tool characterizes the NAS through a structured system engineering process. By decomposing the NAS into its fundamental operational primitives, the NAS Design Tool gives the designer a powerful CASE tool for the development and evaluation of alternative NAS designs. The designer is able to assemble the procedural, machine-functional, and communication requirements associated with a given Operations Concepts.

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JTA: Changing the World by Improving Its Airspace

JTA provides a full range of technical support for aviation systems planning and design, engineering, and business management to governments, air traffic control providers, and airlines worldwide.

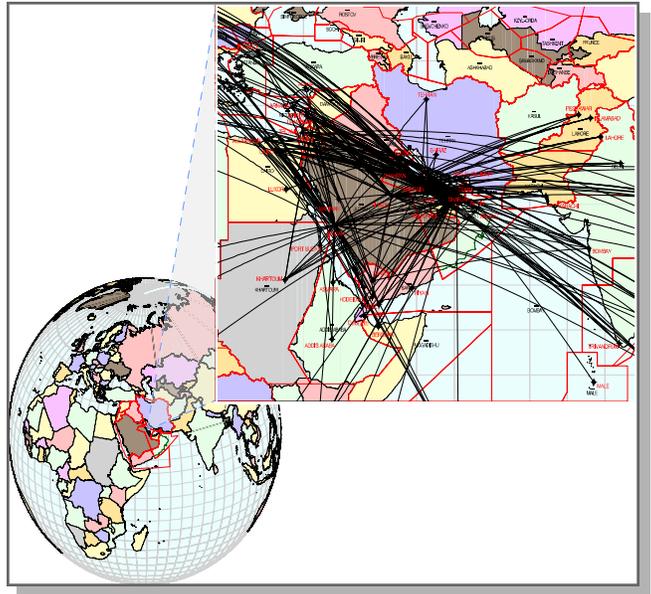
The breadth and depth of JTA's work ranges from the development of national air navigation system operations, technical and business strategies, to developing overall national modernization plans. Our work is conducted within the constraints of operational realities as well as architectural concepts, including the ICAO Future Air Navigation System, regional Communication, Navigation, Surveillance/ Air Traffic Management plans, and national aviation system designs. From this work, JTA developed a simple but unique approach that is characterized by three steps.

Step 1 – Focus on the Customer's Needs: From a project's inception, to its execution and conclusion, JTA ensures that each Customer's requirements are always met. JTA dedicates a program manager to work closely with the Customer and to represent the Customer's objectives throughout the entire project lifecycle.

Step 2 – Assemble a Team of Industry Professionals to Complete the Project: JTA assigns a core group of operations and engineering specialists to support the program manager and the Customer. From its cadre of recognized experts, JTA organizes a team knowledgeable in the fields of airport and ATC operations, systems engineering, market analysis, finances and economics to accomplish the most sophisticated aviation systems planning, design or engineering projects.

The underlying philosophy behind JTA's consultative support for the modernization of airspace systems is to assess the existing infrastructures and to build upon them, rather than replace them.

Step 3 – Support the Team with a Suite of State-of-the-Art System Engineering and Program Management Processes, Procedures and Tools: JTA has created a unique toolset by taking the best of commercially available products and combining them with internally developed enhancements specific to aviation. Collectively, these Aviation System Engineering Tools, known as ASET[®], provide the technical and analytical support necessary to ensure the success of every project.



All flights operating within the Bahrain airspace plotted by JTA ASET[®]

Pursuing Excellence through Innovation and Hard Work

Jerry Thompson & Associates, Inc.

AIRPORT and AVIATION SYSTEMS Planners, Designers, Engineers



Principal Domains of Expertise

JTA is experienced in all aspects of the lifecycle of aviation systems. This includes requirements analysis and definition; trade studies and financial analysis; design concepts, system description and functional design; and system design development and specifications.

Airspace Analysis and Engineering

JTA conducts airspace analysis to ensure the optimization of the total system design to support current and future demands. The staffing, procedures and automation components, as well as their interrelationships, are identified to support the operational constraints and requirements.

ATC Operations

JTA has considerable subject-matter expertise in air traffic control (ATC) operations. Nearly two-thirds of our total staff are domain-skilled air traffic controllers and aviation technicians. JTA has the resources to reach every Customer's goals.

Airport Planning

JTA supports numerous elements within the spectrum of airport planning. Our extensive experience in airport and aviation cost-benefit analysis, airport finance, fees and charges, demand forecasting, noise analysis, and airport capacity and aircraft delay appraisals ensures project success.

Aviation Economics

JTA offers world-class services in all aspects of aviation economics. JTA works with customers to establish the cost- and revenue-basis for infrastructure improvements such as airspace modernization. JTA's analysis considers demand forecasts, user fee modeling and technological transition.

Communications

JTA works with customers in the planning, development, and implementation of aviation ground-based and satellite-based

communications systems. Our demonstrated ability in current and future technology is the result of years of staff and field experience.

Navigation and Landing Systems

JTA helps clients in the US and internationally in the overall management of navigation and landing systems. JTA is knowledgeable in today's technology and the evolving global navigation satellite system technologies. From the earliest planning stages, to system deployment and finally to operational implementation and transition, JTA supports the total lifecycle.

Radar and Surveillance

JTA provides expertise to support existing radar and non-radar surveillance as well as emerging tools such as automatic dependent surveillance. JTA can help resolve specific problems like radar siting, as well as complex problems like designing a comprehensive surveillance system architecture.

Automation

JTA provides innovative solutions to automation system problems. One way is by leveraging our software capability into rapid prototypes that are developed into effective, workable solutions. JTA has participated in air traffic control automation programs around the world.

Transition & Implementation

JTA develops and refines transition approaches and strategies at both the airspace system and the equipment level. Our set of tools and our subject-matter experts provide solutions to all transition and activation requirements.

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JTA: Technical Services In Support of the FAA Mission

From requirements definition, operations concept development, planning and design, and tool development to operational deployment, JTA helps the FAA achieve its evolutionary objectives.

Jerry Thompson & Associates, Inc. (JTA) was founded in 1984 by Gerald L. (Jerry) Thompson, a recognized expert in air traffic management and airspace modernization. JTA is proud of the excellent reputation it has earned by providing aviation system solutions and support services that fulfill the needs of government and industry. JTA is able to effectively assess requirements and apply comprehensive knowledge, skills, and experience to ensure program success for our customers.

Long-Standing Relationship with FAA

JTA has worked with the Federal Aviation Administration (FAA) for many years and has enjoyed a positive working relationship. JTA continues to provide a myriad of technical support services to the FAA for many different programs. These brief descriptions are but a small sample of the breadth and depth of our experience.

NAS Architecture — JTA provided significant technical contributions into the development for each version of the National Airspace System (NAS).

Air Traffic Organization-En Route (ATO-E) —

JTA supports the transition and operational implementation of the User Request Evaluation Tool (URET) and Traffic Management Advisor (TMA) tools.

STARS — JTA supports the implementation of the Standard

Terminal Automation Replacement System (STARS). JTA conducts independent verification and validation as well as acceptance testing for the FAA.

NAS Design Tool — The Air Traffic Service and System Engineering organizations sponsored JTA's development of the NAS Design Tool. This Tool enables a methodical characterization of the entire NAS operation. It also has a computer-aided system engineering capability for creating and evaluating changes to the NAS

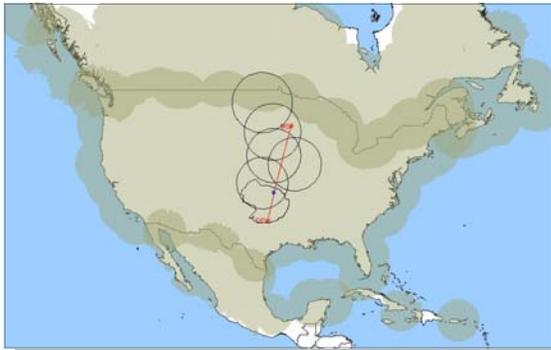
NAS Weather — JTA currently supports the Weather ATM Integration Working Group (WAIWG), through the Research Engineering and Development (RE&D) Advisory Committee. The only Air Traffic Controller on the working group is a JTA employee. As a result of this representation, JTA is directly contributing to the draft recommendations on weather research. Our operational and technical

knowledge of weather initiatives, tools and applications enable us to have a significant influence within the weather community.

FAA Benefits from JTA ASET®

JTA created the ASET Aviation Systems Engineering Toolset to support its aviation systems planning, design, and engineering efforts. This suite of global aviation design and analysis tools, processes, and laboratories are a unique and integral part of the

JTA system engineering methodology. By leveraging the capabilities afforded through ASET, JTA is able to provide the FAA with excellent high quality systems engineering services at an affordable price.



JTA determined the radars covering a Dallas to Minneapolis flight in a project performed for the W.J. Hughes Technical Center.

Excellence through Innovation and Hard Work

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Providing Outstanding Service

JTA is experienced in all aspects of the lifecycle of aviation systems. This includes requirements analysis and definition; trade studies and financial analysis; design concepts, system description and functional design; and system design development and specifications.

Global Aviation Experience

The JTA staff boasts former FAA and US military personnel as well as experienced employees from international aviation authorities, industrial firms, and business and financial organizations. Our aviation-specific expertise includes air traffic controllers and airways facilities specialists, along with systems engineers, computer scientists, systems analysts and graphics specialists. This integrated staff of aviation professionals enables JTA to ably accomplish the most difficult aviation systems planning, design, or engineering projects and to develop client business plans.

Outstanding Management Team

The JTA management team is led by Kathleen Thompson, President and Chairman. Mrs. Thompson oversees the day to day operations of the organization and leads the business operations group.

Vern Reynolds, Chief Executive Officer, provides the overall technical direction of the organization and as such is involved with every JTA project to assure quality control. Mr. Reynolds is an aviation industry leader with thorough knowledge of U.S. Federal Aviation Administration (FAA) programs, projects, personnel and resources, as well as international aviation operations.

Robert White as Chief Engineer leads the Systems Engineering

group which concentrates on technical and operational issues. He has a long history of working at a very detailed functional level with most of the FAA major programs. He is well known for his expertise on air traffic control and traffic management system design, troubleshooting, maintenance and management.

Industry Recognition

JTA has been recognized for outstanding performance and is a recipient of the Air Traffic Control Association's Outstanding Small Business Award.

Flexible Contracting Options

It's easy doing business with JTA, whether you are looking for a direct contract or want to

take advantage of an existing vehicle. JTA is a prime contractor on the Multiple Area Support Service (MASS) Engineering Support Services contract and the General Services Administration (GSA) Federal Supply Schedule Contract for Professional Engineering Services. In addition, JTA is a teammate on the Broad Information Technology Services (BITS) contract and the US Air Force Center for Environmental Excellence Architect and Engineering Service.

Easy to Reach

Convenient to Washington, DC, JTA's headquarters in Forest Glen, Maryland is located near the Forest Glen Metro station (Red Line).

JTA has the people, procedures and tools that help mitigate the risks of deploying systems into the operational environment.

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JERRY THOMPSON & ASSOCIATES, INC. (JTA) LABOR CATEGORIES

General Services Administration Schedule for Professional Engineering Services (PES)

Contract # GS-10F-0200T

| Labor Category | Definition |
|---|--|
| <p>Principal Systems Engineer \$101.82</p> | <p>Candidate has 15 or more years of experience in the design and development of the NAS or other systems of equivalent complexity. Candidate has demonstrated extensive knowledge of the NAS, or a similarly complex program or system design and engineering processes and methodology. Candidate is qualified to manage, direct, and participate in the design and development of the NAS or similar system elements. Candidate is qualified to review developer’s proposals and provide technical feedback. Candidate is qualified to perform verification and validation of developer’s engineering designs and possible implementations. Candidate has demonstrated success in managing projects within cost and schedule constraints. A degree in engineering, math or other science is required. A Masters degree is preferred. Experience in lieu of the degree may be substituted with approval. Candidate may have a state engineering license or industry certification.</p> |
| <p>Principal Computer Software Engineer \$101.82</p> | <p>Candidate has 15 or more years of experience designing and developing automation software. Candidate has demonstrated extensive knowledge of software design and development. Candidate is qualified to manage, direct, and participate in the design and development of the NAS, or similarly complex program software or related elements. Candidate is qualified to provide state-of-the-art, real time automation software design and development and the interface with computer hardware systems. Candidate is qualified to perform verification and validation of developer’s software designs. Candidate has demonstrated success in managing projects within cost and schedule constraints. A degree in computer science, computer engineering, or a related technical field is required. A Masters degree is preferred. Experience in lieu of the degree may be substituted with approval. Candidate may have industry certifications.</p> |
| <p>Senior Support \$57.27</p> | <p>Candidate has 10 or more years experience working with various graphics or technical drawing software. Candidate has demonstrated an extensive knowledge in the use of a variety of PC graphics programs, to include AutoCAD, ArcView, Corel Draw, and Microsoft Power Point. Candidate is qualified to manage, direct, and participate in providing graphic art or technical drawing services to a variety of users, including engineers and analysts. Candidate is qualified with common Microsoft Office products, to include Project 2000, the application of Raster to Vector conversion, and creation of graphics in a real world environment, OR Candidate will have experience reviewing, editing and writing technical documents, such as Specifications, Test Plans and procedures; technical reports and software development plan, etc. At a minimum this person shall have five years experience and possess a Bachelors Degree, OR Candidate will have experience doing large system acquisition documentation. This includes controlling changes and archiving of Project Management Plans, Requirements Documents, and Contractual Documents etc. Prior experience with a Washington based program office is preferred. A minimum of five years experience is required. OR Candidate will be required to provide overall administrative support to the team. This support includes minute taking at meetings, file management, project office scheduling, message logging, communication management and other assigned technical activities. This person shall have ten years experience providing these services to a FAA IPT or equivalent government acquisition organization. Experience having worked in a fast-paced time critical environment may be substituted for the FAA IPT experience. A degree is preferred, but not required.</p> |

JERRY THOMPSON & ASSOCIATES, INC. (JTA) LABOR CATEGORIES

General Services Administration Schedule for Professional Engineering Services (PES)

Contract # GS-10F-0200T

| Labor Category | Definition |
|--|--|
| <p>Subject Matter Expert (SME) \$136.22</p> | <p>Candidate will possess 25+ years of experience in the design, development, and implementation of the NAS or other systems of equivalent complexity. Demonstrated extensive knowledge of the NAS, or a similarly complex program or system design and engineering processes and methodology. Qualified to manage, direct, and participate in the design and development of the NAS or similar system elements. Qualified to design complex systems, review design proposals and provide technical feedback. Candidate is qualified to perform verification and validation of developer's engineering designs and possible implementations. Demonstrated success in managing projects within cost and schedule constraints. A degree in engineering, math or other science is required. A Masters degree is preferred. Experience in lieu of the degree may be substituted with approval. Candidate may have a state engineering license or industry certification. .</p> |
| <p>Principal Task Lead \$120.89</p> | <p>Candidate will possess the technical or operational qualifications of any of the other labor categories at the Principal level. Additionally, the Candidate will provide all Program Management skills to include: preparation and delivery of reports in written and verbal format, manage cost, schedule, and performance of the project from the contactors perspective, and be the primary point of contact for the FAA team.</p> |
| <p>Journeyman Systems Engineer \$76.36</p> | <p>Candidate has 3 or more years of experience in the design and development of the NAS or related systems. Candidate has demonstrated comprehensive knowledge of the NAS or related system design and engineering processes and methodology. Candidate is qualified to participate in the design and development of the NAS or similar system elements. Candidate is qualified to review developer's proposals. A degree in engineering, math or other science is required. A Bachelors degree is preferred. Experience in lieu of the degree may be substituted with approval. Candidate may have a state engineering license or industry certification.</p> |
| <p>Journeyman Computer Software Engineer \$76.36</p> | <p>Candidate has 3 or more years of automation software design and development experience. Candidate has demonstrated comprehensive knowledge of software design and development. Candidate is qualified to participate in the design and development of the NAS software or similar related elements. Candidate is qualified to provide state-of-the-art, real time automation software design and development. Candidate is qualified to perform verification of developer's software designs. A degree in computer science, computer engineering, or a related technical field is required. A Bachelors degree is preferred. Experience in lieu of the degree may be substituted with approval. Candidate may have industry certifications.</p> |