



DEFENSE LOGISTICS AGENCY

DLA Philadelphia

DLR Procurement Operations, DSCR-ZC
700 Robbins Avenue, Building 1
Philadelphia, PA 19111-5098

JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION

REQUISITION NUMBER/PD: N0038309X3759

FOLDER NUMBER: 091640027

Any revision to the preprinted portion of this document must be individually reviewed and approved by DLA Office of Counsel.

William Schmidheiser
(Item Manager's Name) *Please Print*

[REDACTED]
(Extension)

03312.03
(Code)

Robert Steel
(Technician's Name) *Please Print*

[REDACTED]
(Extension)

0771.17
(Code)

Patricia Smith
(Buyer's Name) *Please Print*

[REDACTED]
(Extension)

ZCC.04
(Code)

1. IDENTIFICATION OF AGENCY AND/OR CONTRACTING ACTIVITY: DLA Philadelphia DLR Procurement Operations.

2. NATURE/DESCRIPTION OF ACTION: This J&A is for the negotiation and award of a contract through other than full and open competition.

3. DESCRIPTION OF SUPPLIES/SERVICES: This J&A covers the acquisition of the following article(s):

Nomen	<u>SHIPPING AND STORAG</u>	Quantity	<u>[REDACTED]</u>
NSN	<u>8145013021026XQ</u>	Cage Code	<u>05259</u>
P/N	<u>421E001-1</u>	Unit Price	<u>[REDACTED]</u>

Estimated Value (include option): [REDACTED]

Appropriation, Subhead and Cost Code: 170009111506.46JC 09AKF0000P1F

Undefinitized Contractual Action

4. IDENTIFICATION OF STATUTORY AUTHORITY: This J&A is based upon the authority of 10 USC 2304(c)(2), as implemented by Federal Acquisition Regulation 6.302.2

5. DEMONSTRATION OF THE URGENT NATURE OF THIS ACQUISITION: The current Acquisition Method Code (AMC/AMSC) is 1G. This acquisition will be negotiated with

(99207) General Electric Aircraft Engines
Waiver of FAT will be granted for: (99207) General Electric Aircraft Engines, Container Research (05259), Erie Engineering (98425)
Leadtime associated with FAT is 120 days

Because the agency's need for the above supplies is of such unusual and compelling urgency, the above concern(s) is/are the only source(s) capable of meeting the required delivery schedule.

6. **FEDERAL BUSINESS OPPORTUNITIES/POTENTIAL SOURCES:** Synopsis of the contract was waived in accordance with FAR 5.202(a)(2).

7. **DETERMINATION OF FAIR AND REASONABLE COST:** The contracting officer determines that the anticipated cost to the Government will be fair and reasonable. In instances when certified cost and pricing data are required, an analysis of cost information will be performed which will consider field pricing reports, commerciality, procurement history and other available cost and pricing information in determining price reasonableness. Certified cost and pricing data will be obtained and used to ensure reasonableness, completeness and realism of proposed costs as required.

8. **DESCRIPTION OF MARKET SURVEY:** A technical review has been made to determine and identify all known sources.

9. **ANY OTHER SUPPORTING FACTS:** Failure to obtain timely delivery of the required supplies will result in: The T700 whole engine container is used to store, warehouse, and ship T700 engines throughout the Navy Aviation Enterprise. Numerous requirements have emerged that are in addition to the normal T700 engine container recurring demand. These requirements far exceed current on-hand and due-in supplies. These requirements include:

H60 retirement program, which will park helos at AMARG, and will necessitate storing the T700 engines separately in containers. (FY10-11, 80 containers reqd)

AH1W to AH1Z helo conversion at FRC-E which will require temporary engine storage in containers. (FY10-11, at least 10 containers reqd)

GEAE T700 engine production for transport to Sikorsky for installation and delivery of new MH60S helos to the Navy. Engines need to be containerized for transport to, and temporary storage at, Sikorsky. (FY10-11, at least 15 ctrs reqd for storage at GE/Sikorsky)

The Navy's T700 engine container requirement through FY11, which represents the procurement leadtime for new container spares, is 146 (40 recurring and 106 non-recurring demands). Assets on-hand or in the repair cycle total 30; in addition, there is a PR (09X0666) in ITIMP for 25 each that will be used to support recurring demand, but will not deliver in time to meet the above requirements. With assets on hand or due in totaling 55, the current asset-to-requirement balance is -91.

The T700 whole engine container has a "1G" AMC/AMSC. The procurement leadtime for this item is at least eight quarters. For sources of supply that have a waiver of FAT, the procurement leadtime is at least six quarters. Only GE Aircraft Engines (99207) has used containers currently available (25 each) that can satisfy a portion of the above requirements within the timeframe needed. GE can ship these containers immediately.

Without the requested containers, support for all three of the above programs may be compromised. Engines that are stored or shipped improperly may become damaged, leading to costly repairs and a reduction in fleet readiness.

(a) Backorders: 0 On Hand: 29 On Contract: 25

(b) Anticipated additional backorders during PLT: 40 Quarterly Demand: 5

(c) Other facts as applicable: In addition to recurring demand, there are 106 planned program requirements which will drop within the procurement leadtime (see para. 9).

10. **LISTING OF INTERESTED SOURCES:** The following sources have expressed, in writing, an interest in this acquisition.

NONE

11. **ACTIONS TO REMOVE BARRIERS TO COMPETITION:** The government has been in the process of buying containers for the last two years. An award has been established however (SPRPA1-09-C-Z096) it has not been signed because the contractor has financial and staff issues. This has created a critical need for these containers. General Electric Aircraft Engines (99207) has these containers readily available and can supply them immediately. The normal procurement cycle will take at least nine months to put on contract.

12. **STATEMENT OF DELIVERY REQUIREMENTS:**

(a) The required delivery date (month/year) is: September 2009

(b) Ship To:

SW3122 (DD Jacksonville)

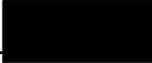
13. **REFERENCE TO THE APPROVED ACQUISITION PLAN:** An Acquisition Plan is not required for this acquisition.

14. **DOCUMENTATION FOR SPARE/REPAIR PARTS ACQUISITIONS:** The specifications for the above articles have been reviewed and reflect the minimum needs of the Government.

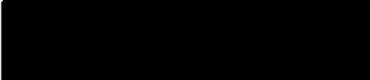
TECHNICAL AND REQUIREMENTS CERTIFICATION
REQUIRED BY FAR 6.303-2(b)

I certify that the facts and representations under my cognizance which are included in this justification and which form a basis for this justification are complete and accurate.

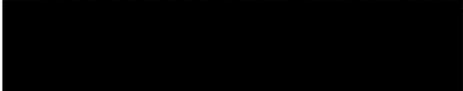
Technical Cognizance:

 Robert M Steel ^{mechanical} Engineer Code 0771.17  9/8/09
 (Signature) (Name and Title) (Code) (Phone) (Date)

Requirements Cognizance:

 WM SCHMIDHEISER 03312.03  9/8/09
 (Signature) (Name and Title) (Code) (Phone) (Date)

COMPETITION ADVOCATE REVIEW AND CONCURRENCE

 A. Solomon: Procurement Analyst  SEP 10 2009
 (Signature) (Name and Title) (Code) (Phone) (Date)

CONTRACTING OFFICER'S CERTIFICATION REQUIRED BY FAR 6.303-2(a)(12)

I certify that this justification is accurate and complete to the best of my knowledge and belief. (Represents approval if less than \$550K).

JJ Kenney JJ KENNEY Contracting Officer 2CC.01  9-22-09
 (Signature) (Name and Title) (Code) (Phone) (Date)

REVIEWED FOR LEGAL SUFFICIENCY BY COUNSEL: (Over \$550K)

 (Signature) (Name and Title) (Code) (Phone) (Date)

APPROVAL REQUIRED BY FAR 6.304

 (Signature) (Name and Title) (Code) (Phone) (Date)

Approval Levels:

- Contracting Officer: Up to \$550,000
- Competition Advocate: \$550,000 to \$11,500,000
- HCA: \$11,500,000 to \$78,500,000
- DLA SPE: over \$78,500,000