



**DEPARTMENT OF THE NAVY**  
NAVAL AIR SYSTEMS COMMAND  
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Ser AIR-2.2.3.1  
CJ&A 10-218C  
Addendum (1)

**ADDENDUM (1)**  
**CLASS JUSTIFICATION AND APPROVAL**  
**FOR USE OF OTHER THAN FULL AND OPEN COMPETITION**

The purpose of this Class Justification and Approval (CJ&A) addendum is to revise the scope of work in order to further define anticipated requirements in Fiscal Year (FY) 2014 through 01 December 2015. Except for the amended paragraphs two and three below, the rationale for other than full and open competition remains unchanged and in full force and effect:

2. Description of the Action Being Approved: This Class Justification and Approval (CJ&A) authorizes and approves the issuance of orders under Basic Ordering Agreement (BOA) N00019-11-G-0001, referred to as the Boeing Corporate BOA. The BOA will cover orders issued from 02 December 2010 through 01 December 2015, and will be awarded on a sole source basis to The Boeing Company for F/A-18 and EA-18G weapon systems and subsystems and associated supplies and services for the United States Navy (USN) and the Foreign Military Sales (FMS) programs under Program Manager Air, PMA265. Authority to act under this CJ&A expires on 01 December 2015.
  
3. Description of Supplies/Services: Supplies and services to be procured under the BOA may include the following: (a) Development, manufacture, and installation of Engineering Change Proposals (ECPs) for forward fit and/or retrofit kits and associated non-recurring engineering; (b) Sustaining Engineering to include Structural Appraisal of Fatigue Effects (SAFE) support and weapon system engineering, validation and verification of technical directives and associated logistics impacts, testing of retrofit safety and test equipment changes, as well as spare and repair parts for aircraft, subsystems, support equipment, and related software; (c) Government Furnished Equipment (GFE) Impact Assessments and repair of Government Furnished Property (GFP); (d) Development, validation, verification, and/or revision of technical publications/manuals, and technical directives; (e) Obsolescence management requirements (Diminishing Manufacturing Sources & Material Shortages (DMSMS)); (f) Engineering and technical support, Engineering Investigation (EI), Service Life Assessment Program (SLAP) support, Service Life Extension Program (SLEP) support, and studies; (g) Requalification efforts for subsystem/parts; (h) Training services; (i) Air worthiness, ground, and fatigue engineering, modeling and simulation, wind tunnel and flight testing and related test support for aircraft and subsystems; (j) Test equipment modification, and calibration; (k) Development of associated technical, administrative, and financial data; (l) Automated Information Systems (AIS) to include technical data, Special Tooling (ST), Special Test Equipment (STE), F/A-18 Automated Maintenance Environment (FAME), Interactive Electronic Technical Manuals (IETMS), Post Production Support Analysis (PPSA), and Electronic Tooling Inventory Management System (eTIMS) data files; (m) Configuration Management; (n) Data library support to include updates to the Naval Air Technical Data and Engineering Service Command (NATEC) database; (o)

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F/A-18 AND EA-18G BOEING CORPORATE BOA**

Program management; (p) Source data to Fleet Readiness Centers (FRC) for management of the Avionics Interchangeability Matrices (AIM) and Armament Weapon System Interchangeability Matrices (AWSIM); (q) Support equipment; (r) Integrated Logistics Support (ILS); (s) Information Assurance (IA); (t) Software integration; and u) Site Activation Planning.

Quantity and delivery requirements will be definitized in each order. The total estimated cost of the orders under this CJ&A is approximately \$1,591,560,650. Orders under the BOA may be funded with FY09-15 Research, Development, Test and Evaluation (RDT&E), Aircraft Procurement, Navy (APN), Operations and Maintenance, Navy (O&MN), Navy Working Capital Fund (NWCF) and Foreign Military Sales (FMS) funds.

The requirements herein are covered under the F/A-18A-D Acquisition Plan 90-36 Revision 2005, Amendment 2, Change 12 (dated 15 FEB 2013), F/A-18E/F AIR 93-16T, Revision 5, Change 19 (dated 15 FEB 2013), and EA-18G 265-2008-10-08R2, Change 11 (dated 15 FEB 2013).



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IN REPLY REFER TO  
CJ&A 10-218C

CLASS JUSTIFICATION AND APPROVAL  
FOR USE OF OTHER THAN FULL AND OPEN COMPETITION

1. Contracting Activity.  
Naval Air Systems Command Headquarters
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3. Description of Supplies/Services: Supplies and services to be procured under the BOA may include the following: (a) Development, manufacture, and installation of Engineering Change Proposals (ECPs) for forward fit and/or retrofit kits and associated non-recurring engineering, integrated logistics support, validation and verification of technical directives and associated logistics impacts, testing of retrofit safety and test equipment changes, as well as spare and repair parts for aircraft, subsystems, support equipment, and related software; (b) Repair of Government furnished property; (c) Development, validation, verification, and/or revision of technical publications/manuals, and technical directives; (d) Obsolescence management requirements; (e) Engineering and technical support, Engineering Investigation (EI), Service Life Assessment Program (SLAP) support, Service Life Extension Program (SLEP) support, and studies; (f) requalification efforts for subsystem/parts; (g) Training services; (h) Air worthiness, ground, and fatigue engineering, modeling and simulation, wind tunnel and flight testing and related test support for aircraft and subsystems; (i) Test equipment modification, and calibration; (j) Development of associated technical, administrative, and financial data.

Quantity and delivery requirements will be definitized in each order. The total estimated value of the orders under this CJ&A is approximately \$1,591,560,650. Orders under the BOA may be funded with FY09-15 Research, Development, Test and Evaluation (RDT&E), Aircraft Procurement, Navy (APN), Operations and Maintenance, Navy (O&MN), Navy Working Capital Fund (NWCF) and Foreign Military Sales (FMS) funds.

The requirements herein are covered under the F/A-18A-D Acquisition Plan 90-36 Revision 2005, Amendment 2, Change 2 (dated 29 JUL 2010), F/A-18E/F Acquisition Plan AIR-93-16T Revision 5, Change 2 (dated 29 JUL 2010) and EA-18G Acquisition Plan 265-2008-10-08R2 (dated 29 JUL 2010).

4. Statutory Authority Permitting Other Than Full and Open Competition: The statutory authority permitting other than full and open competition is 10 U.S. C. 2304(c)(1), as implemented by the Federal Acquisition Regulation (FAR) 6.302-1, "Only one responsible source and no other supplies or services will satisfy agency requirements."
5. Rationale Justifying Use of Cited Statutory Authority: The Boeing Company is the Original Equipment Manufacturer (OEM) and is the sole designer, manufacturer, and supplier of the F/A-18 and EA-18G aircraft and its systems. In addition, Boeing is the integrator of Government Furnished Equipment (GFE) and weaponry, and only Boeing possesses the unique and specialized engineering capability, resources, subject matter expertise, tooling, facilities, aerodynamic and structural appraisal of fatigue effects databases, and manufacturing techniques critical to satisfying the Government's minimum requirements. Boeing performs the non-recurring engineering (NRE) and production cut-in of ECPs under the production contract. The BOA has been utilized primarily for ECP retrofit requirements. Since Boeing designs and incorporates the engineering changes, it would be ineffective from a cost, schedule and performance standpoint to have another source design and produce retrofit kits for engineering changes, due to the other source's lack of engineering knowledge and experience which is inherent to the OEM.

The selection of another source via full and open competitions for each of the requirements anticipated per paragraph 3., above would unduly delay the program missions. The average procurement lead time for sole source contract actions is eight months and a conservative estimate for conducting a competition is 14 months, which is an additional six months longer per contract action, than a sole source negotiation. In addition to the increased procurement lead time, the Government would experience further delays of approximately six to 12 months for the qualification of the new source, the procurement and placement of all necessary production tooling and test equipment, and the transfer of available technical data to the new source. There would also be significant costs associated with the procurement of the tooling and test equipment, as well as the cost to qualify new sources. As F/A-18s and EA-18Gs are currently in-theater, delays such as those described above would significantly reduce the operational effectiveness of these platforms. The additional delays may result in missing required aircraft modification/retrofit installs on the aircraft going through Depot-level Planned Maintenance Intervals (PMIs), thus significantly impacting response efforts to maintain safety and operational performance for airworthiness and increasing program risks. Therefore, the Government has determined that Boeing is the only responsible source capable of providing supplies and/or services within program cost and schedule constraints.

6. Description of Efforts Made to Solicit Offers from as Many Offerors as Practicable: Though a formal market survey was not performed for the basic BOA, in accordance with FAR 5.201, the proposed BOA was synopsisized in FedBizOps for informational purposes on 18 August 2013. To date, no other source has expressed an interest.

In accordance with 5.201, each order will be independently synopsisized on the FedBizOps website. The contracting officer will evaluate all responses received prior to award of each order. Additionally, any interested parties will be referred to Boeing for possible subcontracting opportunities.

7. Determination of Fair and Reasonable Cost: In accordance with FAR 15.402(a) the contracting officer must ensure that all supplies and services ordered are procured at a fair and reasonable price. The contractor will submit cost and pricing data in accordance with FAR 15.402-4. Technical analysts and contract specialists will perform analyses of the proposals in conjunction with analyses from the Defense Contract Management Agency and Defense Contract Audit Agency, in accordance with FAR 15.404. The contracting officer will use cost and price analysis as the basis for negotiating a fair and reasonable price.
8. Actions Taken to Remove Barriers to Competition: For the reasons set forth in Paragraph Five, NAVAIR has no plans at this time to compete future orders for the types of supplies and services covered by this document. However, as every order under this BOA shall be synopsisized, future opportunities for competition may present themselves. If another potential source emerges, NAVAIR will assess whether competitive procurements for future requirements are feasible.