



DEPARTMENT OF THE NAVY
NAVSUP WEAPON SYSTEMS SUPPORT

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JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION

Folder Number: 15321-0004

Requisition/PD# N0010416U0650

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1. CONTRACTING ACTIVITY: [] NAVSUP WSS Philadelphia [x] NAVSUP WSS Mechanicsburg

2. DESCRIPTION OF THE ACTION BEING APPROVED: 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 repair/overhaul/modification in support of:

Nomen: PUMP UNIT,CENTRIFUGAL Quantity: 4 EA

NSN: 7HH 4320 012274925 QA CAGE Code: 0UBG9

P/N: 5773203-24 Unit Price: \$85,902.00

The required turnaround time is: 90 days Estimated Value: \$343,608.00

Ship To: W25G1U DLA DISTRIBUTION
DDSP NEW CUMBERLAND FACILITY
2001 NORMANDY DRIVE DOOR 113 TO 134
NEW CUMBERLAND, PA 17070-5002

Line of Accounting

97 00 XX XX 4930 NC1A 000 81004 0 050120 7T 000000 8RMH00000000

4. STATUTORY AUTHORITY PERMITTING OTHER THAN FULL AND OPEN COMPETITION: This J&A is based upon the authority of 10 USC 2304(c)(2), unusual and compelling urgency, as implemented in FAR 6.302-2.

5. RATIONALE JUSTIFYING USE OF CITED STATUTORY AUTHORITY:

The current Repair Method Code/Repair Method Suffix Code (RMC/RMSC) is: [5] [C] [] multiple codes see pg 2 for definitions

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RMC 5. Repair directly from a sole source contractor which is not the actual manufacturer.

RMSC C. This part requires engineering source approval by the design control activity in order to maintain the quality of the part. Existing unique engineering skills, and repair knowledge by the qualified source(s) require repair of the part by the approved source(s). The approved source(s) retain repair knowledge, or technical data that are not economically available to the Government, and the data or knowledge essential to maintaining the quality of the part. An alternate source must qualify IAW the design control activity's procedures, as approved by the cognizant Government engineering activity. The qualification procedures must be approved by the Government engineering activity having jurisdiction over the part in the intended application.

The descriptions for the above supplies (paragraph 3) have been reviewed and reflect the minimum needs of the Government.

There is an unusual and compelling urgency to negotiate and award to Curtiss-Wright Electro-Mechanical

as they are the only source(s) capable of meeting the urgent delivery schedule.

Failure to obtain timely repair of the required supplies will result in the following:

In accordance with DFARS PGI 206.302-2(b)(iii) these centrifugal pumps are essential equipment used to pump sea water to fight fires aboard ships at sea and as such, are critical safety items. A ship must have a full contingent of pumps aboard the vessel in order for the ship to deploy. There are currently four CASREP's (Issue Priority Group 1(IPG-1) for this item. Any delay in fulfilling these high priorities could cause the ship to delay operations. Without the installation of these pumps aboard ship, there is an increased to the loss of life and equipment should a fire break out due to the diminished fire fighting capability that this system provides for the ships operations. When a ship does not deploy on time, it impacts the rest of the fleet in that other ships schedules will have to be extended, causing disruption in the maintenance and ship yard schedules. Such slippage in schedules costs the government millions of dollars in potential delay claims. The Navy tried to procure the repair of the pumps as a competitive small business set-aside in November, 2014. During the repair procurement, it was discovered that the pump is a Depot Level Repairable (DLR) that is subject to Navy Depot Certification requirements. Due to this pre-qualification requirement, the existing procurement was cancelled in November, 2015 and the repair will be re-solicited in conformance with Navy technical requirements for repair of DLR assets. Curtiss-Wright is the only historical source who has successfully repaired this item and can meet our required timeframe. Therefore they are the only source qualified to complete these CASREP repairs in the necessary amount of time to meet the fleets operational requirements and fill the back-orders to avoid a disruption in fleet schedules.

Backorders 15

On Hand 23 in "F"con

On Contract 0

Anticipated backorders during Repair Turnaround Time (RTAT) 2

Quarterly Demand 3

6. DESCRIPTION OF EFFORTS MADE TO SOLICIT OFFERS FROM AS MANY OFFERORS AS PRACTICABLE: Synopsis of the contract action was waived in accordance with FAR 5.202(a)(2). A review has been made to determine and identify all known sources.

The following sources have expressed and interest in the acquisition: CURTISS-WRIGHT ELECTRO-MECHANICAL

Market Research was conducted in accordance with FAR part 10. The results of the Market Research conducted (or the reason market research was not conducted) is as follows:

Historically this item had an RMC of 3R. Around July 2014 during market research it was determined that data was available to try to obtain competition for the repair of the pump. However, when this determination was made, it did not take into account the requirement of certified depots for DLR items. The In-Service Engineering Activity has provided a list of DOP's. The follow on repair is for the rest of the backorders. These backorders and quarterly demand will be competed among the qualified DOP's.

7. DETERMINATION OF FAIR AND REASONABLE COST: The contracting officer determines that the anticipated cost to the Government of the supplies covered by this J&A will be fair and reasonable.

8. ACTIONS TO REMOVE BARRIERS TO FUTURE COMPETITION:

See above, as future acquisitions will be competed among pre-qualified vendors only.

9. REFERENCE TO THE APPROVED ACQUISITION PLAN:

The ISEA identified additional DOP's for these pumps. Future repairs will be competed among qualified DOP's.