



DEPARTMENT OF THE NAVY
NAVSUP FLEET LOGISTICS CENTER NORFOLK
700 ROBBINS AVE, BLDG 2B
PHILADELPHIA, PA 19111-5083

REFER REPLY TO:

J&A 16-008

JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION

- 1. IDENTIFICATION OF AGENCY AND CONTRACTING ACTIVITY:** The requiring activity is The Commander, Naval Air Force Reserve (CNAFR); the contracting activity is the NAVSUP FLC Norfolk Contracting Department, Philadelphia Office.
- 2. NATURE/DESCRIPTION OF CONTRACT ACTION:** This is an urgent bridge action with an anticipated award of a two month extension with six one-month options for C130/C9 Aircraft Flight and Maintenance Training Support Services in support of the Air Logistics Training Center (ALTC) and CNAFR. The period of performance for the base period is 30 January 2016 through 29 March 2016. If all options are exercised, services will be extended through 29 September 2016.
- 3. DESCRIPTION OF REQUIRED SUPPLIES/SERVICES:** The required services are for C-130T Pilot, Flight Engineer, Aircrew, and Maintenance Instructor and USMC C-9B Maintenance Instructor services for ALTC located at Naval Air Station (NAS), Joint Reserve Base (JRB) Fort Worth, Texas. These services include instructor training for C-130T pilots, flight engineers, aircrew members, C-130T and C9B maintenance fundamentals, operations and training administration services. The ALTC provides multi-platform pilot, flight engineer, aircrew and maintenance training, as well as operations, and aircrew training administration in accordance with Naval Air Training and Operating Procedures Standardization (NATOPS) instruction 3710.7U. The ALTC serves as a Phase II training site for Navy and Marine Corps aircrew and maintenance personnel. It is the largest Crew Resource Management (CRM) educational center in the Navy. A full motion simulator is used to enhance aircrew training procedures and two non-motion simulators are used to teach C-130 ground courses. The ALTC currently teaches both the C-130T and C-9B Maintenance "C" schools for the Navy Reserve Fleet Support Squadrons. This effort will ensure the uninterrupted continuation of relevant pilot, flight engineer, aircrew, and maintenance training and delivery methods for CNAFR, Commander, Fleet Logistics Support Wing (CFLSW), ALTC and the Navy. Training will be conducted at the government facilities located at ALTC, Fort Worth, TX in support of CNAFR and CFLSW, using the C-130T, and C-9B loadmaster/aircrew fundamental training devices, as well as associated classrooms. Under the resultant effort, the contractor will provide the instruction, curriculum support, and quota management and student services for the ongoing C130T/C9B training courses. The required period of performance is from 30 January 2016 through March 2016, with four one-month option periods in the event of any unanticipated delays. The estimated price of this action is \$893,356.08. This action will be awarded as a firm fixed price contract modification and funded with FY16 O&MN funds.
- 4. IDENTIFICATION OF STATUTORY AUTHORITY:** The statutory authority permitting other than full and open competition is 10 U.S.C. 2304 (c)(2), Unusual and Compelling Urgency, as implemented by FAR 6.302-2.
- 5. RATIONALE JUSTIFYING USE OF CITED STATUTORY AUTHORITY:** There exists an unusual and compelling urgency for this bridge modification to prevent a break in the C130/C9-B Aircraft Flight and Maintenance Training services for CNAFR ALTC while corrective actions occur as a result of a GAO protest recommendation (B-412047 et al.) regarding the award of N00189-15-C-Z060 (via N00189-15-R-Z016). N00189-15-C-Z060 was awarded to Engineering Support Personnel, Inc. (ESP) on August 26, 2015 and ESP had commenced performance prior to the receipt of the referenced protest. Thus, a short-term action was competed between the incumbent and ESP to effectuate the automatic stay. As a result of that competition and in accordance with the applicable request for quotes, ESP was determined to be the lowest priced responsible quoter and was awarded a short term contract (N00189-15-C-Z081) to cover the period of the stay with a period of performance of 30 September 2015 through 29 January 2016. In order to maintain services past 29 January 2016, a bridge modification to ESP's current contract is required. Delay in award of this action would result in serious injury to the Government due to the disruptive impact of potentially having to change contractors again after only four months of performance and the short time period prior to the required performance start date. Due to resource strains from previous truncated personnel and security transitions and the need to comply with

security requirements, a minimum of 30 days (but preferably 60 days) between date of award and contract performance has been established for competitive solicitations. In particular, personnel and security requirements to perform this effort require at least 30 days lead time prior to the required performance start date. In addition, continued performance of these services is mission critical and interruption of the required training services would result in the cancellation or significant delay of numerous concurrent training courses. This would impact both the currently enrolled students and additional students registered for the upcoming courses. Students attending these courses come from the Navy and Marine Corps Reserve units from across the United States and cancelling or delaying any of the above courses would impact the mission readiness of the units. Cancellation or delay of classes could then result in individuals not meeting their required annual training and the consequent grounding of numerous individuals and the aircraft assigned to those individuals due to a shortage of qualified crew personnel. In addition, individuals would not receive their Military Occupational Specialty certification, preventing personnel from receiving the necessary up to date training to accomplish their assigned aircraft maintenance duties which will impact the safety of the aircraft and personnel on board. Failure to continue services would negatively impact the readiness status of the Navy and Marine Corps Reserve units. Thus, delay in award of a contract action would result in serious injury to the Government.

6. **DESCRIPTION OF EFFORTS MADE TO SOLICIT OFFERS FROM AS MANY OFFERORS AS PRACTICABLE:** While corrective action for the long-term, follow-on procurement proceeds, a sole source bridge modification of two months and four one month options will provide the Government with adequate time as it completes a re-evaluation of the proposals from the offerors within the competitive range. ESP is currently performing these services under a short-term effort contract and it is not practicable for any other contractor to perform this bridge modification requirement due to the potential disruption of potentially having to change contractor again after only four months of performance, the personnel and security requirements to perform this effort and the length of time associated with obtaining them, a minimum of thirty days.
7. **DETERMINATION OF FAIR AND REASONABLE COST:** The Contracting Officer has determined that the anticipated cost to the Government of the services covered by this J&A will be fair and reasonable.
8. **ACTIONS TO REMOVE BARRIERS TO FUTURE COMPETITION:** The instant action will result in a two month bridge modification with four one-month options to provide continuity of services. The protested award was based a 100% Service Disabled Veteran Owned Small Business (SDVOSB) Set-Aside competitive procurement.
9. **CONTRACTING POINT OF CONTACT:** The NAVSUP FLC Norfolk point of contact is Laura Mattiford, Code 280A, who may be reached at 215-697-9674 or at laura.mattiford@navy.mil.