



**DEPARTMENT OF THE NAVY**  
NAVSUP FLEET LOGISTICS CENTER SAN DIEGO  
3985 Cummings Road, Bldg 116  
San Diego, CA 92136-4200

IN REPLY REFER TO:  
**N6588816RC60275**

**LIMITED SOURCE JUSTIFICATION  
FOR FSS ORDER (above SAT)**

- 1. IDENTIFICATION OF AGENCY AND CONTRACTING ACTIVITY:** This is a Limited Source Justification. The requiring activity is the Fleet Readiness Center South West (FRCSW), San Diego, CA; The contracting activity is the NAVSUP Fleet Logistics Center, San Diego, CA (NAVSUP FLCSD).
- 2. NATURE/DESCRIPTION OF CONTRACT ACTION:** This acquisition is conducted under the authority of the Multiple Award Schedule Program (Title III of the Federal Property and Administrative Services Act of 1949 (41 U.S.C. 251, *et seq.*) and Title 40 U.S.C. 501, Services for Executive Agencies). This action is issued in accordance with FAR 8.405-6(a)(1)(i)(B). This is a limited source action to be awarded as a new Federal Supply Schedule (FSS) order for software licensing and standard commercial type of maintenance support.
- 3. DESCRIPTION OF REQUIRED SUPPLIES/SERVICES:** The proposed acquisition is for the placement of a Firm Fixed Price order for the procurement of software licensing and maintenance support in accordance with General Services Administration (GSA), FSS, Special Item Number (SIN) 132-33, which is deemed as a Perpetual Software License. The software designer and developer is Mcneil-Schwindler Corporation (MSC) Software, Newport Beach, CA (Cage Code 4D800).

FRCSW requires software licensing and maintenance support for the following: MasterKey Plus, MSC Nastran Implicit-MK+, MSC Nastran MD Explicit NL Package 2 cores included, MSC Nastran Explicit HPC 3rd core, MSC Nastran Explicit HPC 4th core, MSC Nastran Explicit HPC - 5th through 70th core, Patran ACIS SAT Access, Patran NX Access, Patran CAE Solid Modeling, Mvision Standards Databank Package with ESDU Databank, Patran CAE Solid Modeling, Mvision, Patran Laminate Modeler, MSC Nastran Desktop - Structures Bundle, MasterKey Plus, Software Maintenance Renewals-GSA.

The total dollar value for this procurement is [REDACTED]. The type funding is Navy Working Capital Funding (NWCF). The period of performance required is from effective date of award through March 31, 2017.

- 4. IDENTIFICATION OF THE JUSTIFICATION RATIONALE AND/OR DEMONSTRATION OF CONTRACTOR'S UNIQUE QUALIFICATIONS:** The statutory authority which permits restricting consideration of schedule contractors to fewer than that required in FAR 8.405-1 or 8.405-2 is 41 U.S.C. 251, as implemented by FAR 8.405-6. MSC Software Corporation is the developer of all of the required software products. It does not utilize any related companies or third parties to implement design changes or modifications to the software products. However, it does utilize Immix Technology as their sole Federal Government distributor of the products.

MSC Software Corporation's application software programs are the principal Finite Element Analysis (FEA) applications that are used by the NAVAIR North Island Engineering departments to design, analyze and modify the F/A-18A-D, F/A-18E/F, and EA-18G Airframe Structure and Mechanisms. This application software is integrated with multiple modules that relate to sub routines, property databases, and answer FEA database files. The Navy utilizes this Software to make use of the Government already owned FEA technical data developed with the Original Software Developer (OSD) Advanced Analysis Programs. The Navy is required to continue to utilize this software because of the extensive archival model and answer files now stored on the NAVAIR NI RDT&E Code 4.3 Structural-Mechanical Analysis Lab's Multi-Terabyte Data Store & Storage devices. It will also support newly created by the Original Equipment Manufacturer (OEM) FEA model data coming from F/A-18A-D Service Life Extension Program (SLEP), F/A-18E/F Service Life Assessment Program (SLAP), and the next generation EA-18G Growler weapon platforms. This advanced and resource intensive application software requires high power IT hardware to process, that is uniquely defined, procured and maintained by the NAVAIR NI 433 Structures Engineering Division. Though there are other suites of robust FEA application software programs, the inexact and risky conversion of thousands of existing models with their integrated engineering data: element type, material properties, loads data, and answer files package is not an automated process. It would require each model and drawing be manually reviewed and confirmed by an individual engineer at great cost of time and funds. The

retraining of over 100 engineers would be wholly insurmountable, prohibitively expensive to the Government, and would immediately create a near work shutdown situation that our Fleet and FRC Manufacturing and Support Shops cannot tolerate.

This contract will provide FRCSW with updated MSC license files, access to current versions of MSC software and patches as developed for the licensing period of this contract. Access to MSC software allows authenticated FRCSW users access to the MSC licensing and application software utilizing a government provided centrally based licensing server and networking infrastructure physically located at NAS North Island which the government is responsible for maintaining. The licensing FRCSW users access in order to operate MSC software is “floating”; each user may access the corresponding number and type of licensing needed to perform their analysis up to the number of licenses provided for in this contract and subsequently delivered license file(s).

MSC FEA Software is required by the Naval Air Systems Command (NAVAIR) North Island (NI) Research and Development Test and Evaluation (RDT&E) Code 4.3 Structural-Mechanical Analysis Laboratory in order to ensure that airframe structural integrity and full fatigue life is maintained over the life span of assigned weapons platforms. All structural repairs, modifications, and maintenance actions for the F/A-18 Structural Repairs and Modifications depend on the use of this finite element modeling, analysis, and databases. These repairs and modifications are iteratively modeled and analyzed until the airframe structural integrity is assured for static strength and fatigue life. The software program(s) are the core application suite that we use to fulfill our mission in support of the F/A-18 Weapons System. Each finite element model created by the OSD or by the Navy corresponds to a specific area of the aircraft and addresses a specific structural item. Once created, future problems in these critical areas will build on the previous work, and thus adds to our extensive database of structural load models and their solution files.

In support of the software licensing MSC.Software Corporation will provide software maintenance that includes publishing of bug fixes via patches and updates/upgrades in function and technology to maintain the operability and usability of the software product. This support is no charge support and will be included in the purchase price of the software license. This support does not include the creation, design, implementation, customization or programming type services as this type of support is considered software maintenance as a service.

**5. DETERMINATION OF THE BEST VALUE:** GSA has determined the pricing for the maintenance of Software as a Service to be fair and reasonable for the purpose of establishing the schedule contract. The NAVSUP FLCSD Contracting Officer will make a separate determination of fair and reasonable pricing for the software licenses based on price analysis using the procedures in FAR 15.404-1. Price analysis will be conducted by comparing the proposed unit prices against an Independent Government Estimate and historical prices for the same type of software licensing and support services.

**6. DESCRIPTION OF MARKET RESEARCH:** Market research for MSC software is based on previous contract awards; the most recent N00244-15-F-0237, and letter from OSD developer identifying Immix technology as the sole GSA authorized reseller for MSC software.

**7. ANY OTHER SUPPORTING FACTS:** At present MSC is the sole developer of the FEA software in use by FRCSW. It owns the proprietary data rights to the software and the software engineering environment in which it creates the frequent software changes. It has the requisite technical knowledge and experience to perform all required software updates to the program logic and to ensure that the software is in compliance with US Navy and DOD Information Assurance guidelines.

**8. ACTIONS TAKEN TO REMOVE BARRIERS TO COMPETITION:**

While there may be other software products in the commercial marketplace available at present there are no immediate plans outlined by NAVAIR/FRCSW to seek out new software products to perform the functions that the MSC.Software Corporation products currently perform. The Navy has invested a significant amount of funding in the existing software licenses and Navy personnel are currently trained and in full operational capability with the existing software. A transition to new products would be extremely costly in terms of purchasing new software, and hiring instructors to train Navy engineering personnel. This type of transition would impact the requiring activities ability to perform their stated mission.

9. **CONTRACTING POINT OF CONTACT:** The point of contact at NAVSUP FLCSD is [REDACTED]  
[REDACTED]

**CERTIFICATIONS AND APPROVAL**

**TECHNICAL/REQUIREMENTS CERTIFICATION**

I certify that the facts and representations under my cognizance which are included in this Justification and its supporting acquisition planning documents, except as noted herein, are complete and accurate to the best of my knowledge and belief.

**Technical Cognizance:**

[Redacted Signature Area]

Signature Name (Printed) Phone No. Date

**Requirements Cognizance:**

[Redacted Signature Area]

Signature Name (Printed) Phone No. Date

**LEGAL SUFFICIENCY REVIEW**

I have determined this Justification is legally sufficient.

[Redacted Signature Area]

Signature Name (Printed) Phone No. Date

**CONTRACTING OFFICER CERTIFICATION**

I certify that this Justification is accurate and complete to the best of my knowledge and belief. To the extent that the J&A/LSJ value is between \$150K and \$650K, the Contracting Officer's signature below also represents approval of the J&A/LSJ.

[Redacted Signature Area]

Signature Name (Printed) Phone No. Date

**CONTRACTING ACTIVITY COMPETITION ADVOCATE REVIEW**

To the extent that the J&A/LSJ value is between \$650K and \$12.5M, the Competition Advocate's signature below also represents approval of the J&A/LSJ.

Signature Name (Printed) Phone No. Date