DEPARTMENT OF THE NAVY
Naval Facilities Engineering Command Southeast
Jacksonville, FL 32212-0030

J&A No. N69450-15-0201

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

1. Contracting Activity and Requiring Activity:

The Agency is the Department of the Navy. The Contracting Activity is Naval Facilities Engineering Command Southeast (NAVFAC SE), Public Works Department (PWD), Naval Air Station (NAS), Jacksonville, Florida. The Requiring Activity is Naval Air Station, Jacksonville, Florida.

2. Nature/Description of Action:

NAVFAC SE, PWD JAX proposes a modification to an existing contract through other than full and open competition. NAVFAC SE, PWD NAS Jacksonville believes it is in the best interest of the Government to use other than full and open competition to include the repair of the force mains as part of the P-8A Airfield and Lighting Repairs contract (N69450-14-C-1261) as stated in Federal Acquisition Regulation (FAR) 6.302-1.

3. Description of Service Required:

The work to be procured under this proposed contract modification is to replace the three force mains located under Runway 10-28. The work includes demolition and replacement of three sections of force mains located under this primary runway.

The estimated cost for this work is approximately $860,000.00 using Defense Business Operating Funds. The period of performance for this repair of the force mains is estimated to be three months. The work will be performed concurrent with ongoing repairs of the airfield pavement and lighting on Runway 10-28 under contract N69450-14-C-1261.

The force mains are located directly under the Runway 10-28. One of the three force main lines has failed and resulted in a large sink hole on the primary runway. This line was temporarily repaired and a long term fix must be put into place. The remaining two force main lines are 50 plus years old and are likely to fail in the near future. Runway 10-28 is currently closed for execution of the contract N69450-14-C-1261 for 11 months and it is crucial that the force main repair occur concurrently as to not require an additional runway closure and the high costs for continued relocation of flight operations with mission impacts.

When the force main failure occurred a second force main was inspected and discovered to be in poor condition due to age and the constant applied forced from the landing aircraft. It was determined that all three of these force mains should be repaired to avoid future sink holes in the primary runway and associated severe safety risk and runway closures resulting in primary critical mission operational stoppages.

4. Statutory Authority Permitting Other Than Full and Open Competition.

The statutory authority 10 U.S.C 2304 (c)(1) as specified in FAR 6.302-1, authorizes other than full and open competition for only one responsible source and no other supplies or services that will satisfy agency requirements.

5. Rationale Justifying Use of Cited Statutory Authority.

Naval Air Station Jacksonville is a multi-mission base hosting more than 100 tenant commands and is the third largest Naval Installation in the United States. The installation serves as the host for the Patrol Wing Eleven, the southern component of the Atlantic Fleet P-3C Force, and VP-30, the Fleet Replacement Squadron for that aircraft. The installation also hosts Sea Control Wing Atlantic and its five squadrons of S-3B aircraft, Helicopter Antisubmarine Wing Atlantic, and five squadrons of SH-60/HH-60 helicopters. The NAS Jacksonville airfield is comprised of two runways, Runway 10-28 is 8,000 feet long by 200 feet wide and Runway 14-32 is 5,977 feet long by 200 feet wide but has a displaced threshold of 2,577 feet. The construction of this infrastructure dates back to 1941. Approximately 80,000 operations are conducted annually at NAS Jacksonville. Runway 10-28 receives 98% of this traffic. This primary runway is critical to the Navy and the East Coast Anti-submarine Warfare and shipping interdiction mission in conjunction with Unmanned Aircraft Systems with persistent maritime Intelligence, Surveillance and Reconnaissance data collection and dissemination capability to the Fleet. The current P-8A Airfield and Lighting Repairs contract is making repairs to the airfield pavements above the existing force mains. During this airfield closure all air operations are relocated to Cecil Field. The Government has determined the work should be accomplished by the same construction contractor performing the P-8A Airfield and Lighting Repairs so as to not impact the current planned and funded 11 month airfield closure or there could be further operational impacts to the critical mission conducted out of NAS Jacksonville. The only way to maintain the current limited airfield closure would be for the current P-8A Airfield and Lighting Repairs construction contractor to execute the work associated with the force main repair. Any extension to this planned airfield closure will result in 1) the extension of four leases, 2) additional costs to support the flight operations at Cecil Field during the airfield closure at NAS Jacksonville, 3) significant mission impacts and mission stoppages, 4) additional P-8A mission and maintenance impacts, and 5) will be extremely costly to the Navy.

The work associated with the force main repairs is in three locations under the Runway 10-28, the same footprint of the current P-8A Airfield and Lighting Repair contract. The proposed design solution would require two contractors to work in the same area at the same time resulting in potential conflicts and construction delays.

NAVFAC SE, PWD NAS Jacksonville believes it is in the best interest of the Government to use other than full and open competition to complete the required replacement of the force mains as referenced in FAR 6.302-1(a)(2)(iii): "For DOD, NASA, and the Coast Guard, services may be deemed to be available only from the original source in the case of follow-on contracts for the provision of highly specialized services when it is likely that award to any other source would result in –

(A) Substantial duplication of cost to the Government that is not expected to be recovered through competition, or
(B) Unacceptable delays in fulfilling the agency's requirements

The current P-8A Airfield and Lighting Repair contractor is uniquely positioned to provide the force main repairs since they are already mobilized and working on Runway 10-28. In addition, the entire airfield is already closed for the completion of the pavement and lighting repairs and failure to complete the force main repairs during this same closure will result in additional costs to the Navy along with critical impacts to the NAS Jacksonville mission. This, along with the necessity to maintain close coordination between the P-8A Airfield and Lighting Repair contract, supports the position of a single contractor reducing costs and avoiding unacceptable delays.

6. Description of Efforts Made to Solicit Offers from as Many Offerors as Practicable.

Due to the circumstances described herein, efforts will not be made to solicit offers from as many offerors as practicable.

7. Determination of Fair and Reasonable Cost.

The Contracting Officer will utilize pricing data from the P-8A Airfield and Lighting Repair contractor and the Independent Government Estimate to validate the costs to the Government are fair and reasonable.

8. Actions to Remove Barriers to Future Competition.

This acquisition will be executed under the authority of FAR 6.302-1; no other contracting vehicle will satisfy the agency requirements. This is a one-time requirement with no anticipation of a future acquisition.

J&A No. N69450-15-0201
Contract #: N69450-14-C-1261, Mod P00005

CERTIFICATIONS AND APPROVAL

TECHNICAL/REQUIREMENTS CERTIFICATION: I certify that the facts and requirements under my cognizance which are included in this Justification are complete and accurate to the best of my knowledge and belief.

	(904) 542-0214	7/1/15
Amy Hoffer Project Manager, NAVFAC SE	Phone	Date

LEGAL SUFFICIENCY REVIEW: I have determined that this Justification is legally sufficient.

	(904) 542-6648	7/1/15
SUSAN E. SHARP Associate Counsel, NAVFAC SE	Phone	Date

CONTRACTING OFFICER CERTIFICATION: I certify that this Justification is accurate and complete to the best of my knowledge and belief.

	(904) 542-5288	7-1-15
SAMANTHA SHELTON Contracting Officer, PWD Jacksonville	Phone	Date

REVIEWING OFFICIAL: Upon the basis of the above justification, I concur with the solicitation of the proposed procurement described herein using other than full and open competition, pursuant to the authority of 10 U.S.C. 2304(c)(1)

	(904) 542-6911	7/1/2015
RENEE M. COMFORT Chief of Contracting Office, NAVFAC SE	Phone	Date

APPROVING OFFICIAL: Upon the basis of the above justification, I hereby approve, the solicitation of the proposed procurement described herein using other than full and open competition, pursuant to the authority of 10 U.S.C. 2304(c)(1)

	(904) 542-6633	1 July 2015
C.S. HAMER, CAPT, CEC, USN Commanding Officer, NAVFAC SE	Phone	Date