



**DEFENSE LOGISTICS AGENCY  
AVIATION  
700 ROBBINS AVENUE, BUILDING 1, ROOM 2211  
PHILADELPHIA, PENNSYLVANIA 19111-5098**

**JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION**

Folder Number: 15071-0053

Requisition/PD# N0038315X1251 & N0038315X2022

Any revision to the preprinted portion of this document must be individually reviewed and approved in writing by DLA Office of Counsel.

Maureen De'Lorenzo Item Manager's Name	[REDACTED]	[REDACTED]	N98152.16 Code
Tom Nolan Technician's Name	[REDACTED]	[REDACTED]	N98152.55 Code
Christopher Everette Buyer's Name	[REDACTED]	[REDACTED]	APBA.10 Code

**1. CONTRACTING ACTIVITY:** DLA Aviation Strategic Acquisition at Philadelphia, PA

**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 article(s):

Nomen: Brake Assembly	Quantity: [REDACTED]
NSN: ORH 1680 016276004 P8	CAGE Code: (82106)
P/N: 456796-1003	Unit Price: [REDACTED]
Estimated Value (include option) [REDACTED]	The required delivery date is: Apr. 2016

Line of Accounting

97 00 XX XX 4930 NC1A 000 85004 0 050120 7R 000000 7PPE00000000

**4. STATUTORY AUTHORITY PERMITTING OTHER THAN FULL AND OPEN COMPETITION:** This J&A is based upon the authority of 10 USC 2304(c)(1), one source or limited sources, as implemented by FAR 6.302-1.

**5. RATIONALE JUSTIFYING USE OF CITED STATUTORY AUTHORITY:**

The current Acquisition Method Code/Acquisition Method Suffix Code (AMC/AMSC) is:

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AMC 3. Acquire, for the second or subsequent time, directly from the actual manufacturer.

AMSC H. The Government physically does not have in its possession sufficient, accurate, or legible data to purchase this part from other than the current source(s). The deficiency is under review for resolution.

This acquisition will be negotiated with: (82106) PARKER-HANNIFIN CORP

This aircraft is currently in the interim phase of the life cycle process and as such it is imperative that the government deal with one contractor, the OEM, for manufacture of these items. The government physically does not have in its possession sufficient engineering and technical data to contract spares with other than the OEM. As the P-8 aircraft is currently in the interim support phase of the life cycle process and pre-physical configuration audit (PCA), the aircraft mission systems are experiencing constant anomalies and variance within the configuration. The government does not have empirical engineering data available that would allow for realistic competitive sustainment efforts at this time. These items are continually being altered and evaluated. As the program develops and passes the various milestones of the interim support phase, logistical and technical requirements are varying in such a way that it is essential and in the Navy's best interest to deal only with the OEM at this time.

One of the critical functions of the interim support phase is designed to determine a baseline configuration, which impacts maintenance requirements and logistical support. The interim phase of the life cycle is comprised of the Initial Operation Test and Evaluation (IOT&E) portion, and the initial fielding portion. During the IOT&E portion the Navy's test and evaluation squadron has been evaluating these items with Parker field service representatives and Navy engineering technical support gathering data required for maintenance and logistical planning. The aircraft is now in the initial fielding portion of interim support. During initial fielding, the Navy's fleet replacement and training squadron is performing organic squadron level maintenance under the cognizance of Parker field service representatives and Navy engineering technical support, training naval maintenance personnel for P-8 future support of fielded aircraft. NAVAIR is responsible for the configuration of the aircraft.

**6. DESCRIPTION OF EFFORTS MADE TO SOLICIT OFFERS FROM AS MANY OFFERORS AS PRACTICABLE:** The proposed contract action was synopsisized and included a Sources Sought Notice on the FedBizOpps website for government-wide point of entry on

July 16, 2015

and as a result:

No other sources expressed an interest in this acquisition as a result of the synopsis or the Sources Sought Notice. Since the base line configuration for the P-8 aircraft has not been established, the Navy does not possess the data to allow for full market research at this time.

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:

Limited market research was conducted in accordance with FAR Part 10. These items were synopsisized and a Sources Sought Notice was issued. No other sources expressed an interest in this acquisition as a result of the synopsis or the Sources Sought Notice. Since the base line configuration for the P-8 aircraft has not been established, the Navy does not possess the data to allow for full market research at this time.

**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:**

As stated in paragraph 5, one of the purposes of the interim support period of a new weapon system or platform is to capture record and procure the data required to establish the metrics for logistical sustainment. As the P-8 and her systems progress through interim support and enter Material Support, 01 October 2015, this data will become more stable. Once the baseline configuration has been approved and established by NAVAIR, NAVSUP WSS will determine if the data is available and if so will aggressively pursue a commercially competitive posture for future procurements of this item. NAVAIR has not yet established weather the data rights required to allow for commercial competition will be procured. Therefore we cannot commit, at this time, to a post MSD commercial competitive posture under this agreement.

**9. REFERENCE TO THE APPROVED ACQUISITION PLAN:**

An informal / formal acquisition plan is / is not required for this acquisition.

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**CERTIFICATIONS AND APPROVAL  
TECHNICAL/REQUIREMENTS CERTIFICATION**

I certify that the facts and representations under my cognizance which are included in this Justification and which form a basis for this justification are complete and accurate to the best of my knowledge and belief

**Technical Cognizance:**

[Redacted Signature] Tom Nolan [Redacted Phone] Aug 18, 2015  
Name Date

**Requirements Cognizance:**

[Redacted Signature] Jeannine Fay [Redacted Phone] Aug 18, 2015  
Name Date

**CONCURRENCE**

[Redacted Signature] A. Solomon: Procurement Analyst [Redacted Phone] AUG 19 2015  
Name Date  
Code: N21.20 Phone

**CONTRACTING OFFICER CERTIFICATION**

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

[Redacted Signature] Shana Frank [Redacted Phone] 8/25/15  
Name Date

**LEGAL SUFFICIENCY REVIEW**

I have determined this Justification is legally sufficient

[Redacted Signature] Sharif T. Dawson, Esq. Associate Counsel DLA Counsel Aviation [Redacted Phone] 8/25/15  
Name Date

**APPROVAL REQUIRED BY FAR 6.304**

[Redacted Signature] [Redacted Name] [Redacted Phone] [Redacted Date]  
Signature Name Phone Date

**Approval Levels:**

\$150,000 - \$650,000:	Contracting Officer
Over \$650,000 - \$12,500,000:	Competition Advocate
Over \$12,500,000 - \$85,500,000:	HCA
Over \$85,500,000:	DLA SPE

# J&A MARKET RESEARCH

Date:

Requisition/PD#(s):

NSN/P/N(s):

(AMC/AMSC) or (RMC/RMSC):  LSR (Limited Screen Review)

Code/Ext:

DCA Cage Code:  [PHL] FSR (Full Screen Review > \$650k)

Code/Ext:

## CONFIGURATION VALIDATION RESOURCES / DATA INTEGRITY

### MECHANICSBURG (Check all that apply)

- |   |   |
|---|---|
| <input type="checkbox"/> ITIMP - Integrated Technical Item Management & Procurement         | <input type="checkbox"/> EB Single Parts Master                 |
| <input type="checkbox"/> E-LAR - Electronic Liaison Action Records                          | <input type="checkbox"/> TDP Tool                               |
| <input type="checkbox"/> CITIS - Contractor Integrated Technical Information System         | <input type="checkbox"/> IRPOD                                  |
| <input type="checkbox"/> ATIS - Advanced Technical Information System                       | <input type="checkbox"/> BPMI - Atomic Power                    |
| <input type="checkbox"/> Dry Deck Shelter/Oil Web-Site                                      | <input type="checkbox"/> ISEA - In-Service Engineering Activity |
| <input type="checkbox"/> NSEDR - Naval Ships Engineering Drawing Repository                 | <input type="checkbox"/> LARs                                   |
| <input type="checkbox"/> EIS - Engineering Information System                               | <input type="checkbox"/> CDAs                                   |
| <input type="checkbox"/> CDMD-OA - Configuration Data Managers Database - Open Architecture | <input type="checkbox"/> FLIS                                   |
| <input type="checkbox"/> ERP/ORACLE/FMT   |   |

### PHILADELPHIA (Check all that apply)

- |  |   |
|--|---|
| <input type="checkbox"/> ITIMP - Integrated Technical Item Management & Procurement        | <input type="checkbox"/> ERP / ORACLE / FMT                           |
| <input type="checkbox"/> IPB - Illustrated Parts Breakdown                                 | <input type="checkbox"/> FLIS - Federal Logistics Information System  |
| <input type="checkbox"/> JEDMICS - Joint Engineering Data Management Info & Control System | <input type="checkbox"/> SERD - Support Equipment Recommendation Data |

### DATA INTEGRITY (Reference)

AMC/AMSC - Acquisition Method (Suffix) Code	AAC - Acquisition Advise Code	Criticality Coding (CSI/CAI)
RMC/RMSC - Repair Method (Suffix) Code	NSN (National Stock Number)	Past Contracts
DCA (Design Control Activity) Cage Code	Units per application (if other than OEM)	Nomenclature
PR (Procurement Requisition) Dollar Value	Recorded Approved Sources of Supply	Reference Part Number
Applicable TMS Weapon System/Usable-On-Code	Historical Sources of Supply	SM&R Code

[MECH] Competition Advocate Data Integrity:  initials

[MECH] Submitter Data Integrity:  initials

### SOURCE VALIDATION RESOURCES (Check all that apply)

- EBS - Enterprise Business System (Secure System)
- PDREP - Product Deficiency Reporting and Evaluation Program
- JDRS - Joint Deficiency Reporting System (CSI - Critical Safety Item / CAI - Critical Application Item)
- Drawing Interpretation - Availability, Criticality (Safety, Application, Dimensional, etc.), VSE (Vendor Substantiation Engineering Required), Latest Revision Level, Proprietary Legends, Source/Specification Controlled
- [PHL] USP Database (Unsolicited Source Proposal) I:DATA:\_N23:AdeleUSP
- [PHL] Repair Manuals Review / Validation

V3.1 July 2015

**MARKET RESEARCH EVALUATION**

\*\* REMARKS REQUIRED for "YES" Responses (unless marked optional) \*\*

1.  Configuration Correct

Configuration:

Previous J&A:

Remarks:

2. Manufacturing/Repair Source(s) Records have been aligned and validated

Remarks:

3. Drawing Data Interpretation

a) Drawing Data Availability

Location/Remarks:

b) Specification / Source Controlled Drawing

Remarks:

c) DCA Drawing Contains a Restrictive Legend

Remarks:

d) [MECH] Distribution Statement

Remarks:

4. Criticality Determination

Validated, Identified, and Properly Documented

Remarks (optional):

5. [PHL] Technical Data (Spares/Repairs)

Incomplete - Have Source Development send a request (if feasible) to the OEM for a budgetary cost estimate and lead time for providing a complete level III Technical Data Package, set of repair manuals, and/or Technical Data/Specifications with the U.S. Government rights for use of data for competitive procurement purposes.

Complete - Procure from the current approved source(s) of supply  
\* A completed SAR is required to qualify all new sources \*

Remarks (optional):

6. USP Determination

Remarks:

Additional Remarks:

Signature 

Date: