

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: 15355-0054

Requisition/PD# N0038316X0922

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

Maureen DeLorenzo Item Manager's Name	[REDACTED] Extension	N98152.16 Code
Tom Nolan Technician's Name	[REDACTED] Extension	N98152.55 Code
Shawn Frank Buyer's Name	[REDACTED] Extension	APBA.09 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: BOMB BASE ASSEMBLY Quantity: [REDACTED]

NSN: 7RH 1680 016098963 P8 CAGE Code: (35351)

P/N: 183528-004 Unit Price: [REDACTED]

Estimated Value (include option): \$ [REDACTED] The required delivery date is: Dec. 2016

Ship To: SW3122

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: multiple codes see pg 2 for definitions

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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). This code is applicable only to parts under immediate buy requirements and only for as long thereafter as the deficiency is under review for resolution and appropriate recoding. This code is only assigned at the conclusion of limited screening, and it remains assigned until the full screening process resolves physical data questions and results in assignment of a different AMSC. If one source is available, AMCs 3, 4, or 5 are valid. If at least two sources exist, AMCs 1 or 2 are valid.

This acquisition will be negotiated with: (35351) GE AVIATION SYSTEMS LLC

This aircraft has no base line and as such it is imperative that the government deal with one contractor, GE 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 has not been base lined by NAVAIR and is currently 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. The 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 during provisioning is the determination of the baseline configuration which impacts maintenance requirements and logistical support. The Navy's test and evaluation squadron has been evaluating these items with field service representatives and Navy engineering technical support gathering data required for maintenance and logistical planning. The Navy's fleet replacement and training squadron is performing organic squadron level maintenance under the cognizance of 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 base line 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

Feb 23, 2016

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, the P-8 aircraft has not gone through PCA and has not been base lined. 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 whether 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.

Folder Number: 15355-0054

Requisition/PD# N0038316X0922

**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] [Redacted Name] [Redacted Phone] [Apr 5, 2016]
Signature Name Phone Date

Requirements Cognizance:

[Redacted Signature] [Redacted Name] [Redacted Phone] [Apr 5, 2016]
Signature Name Phone Date

COMPETITION ADVOCATE REVIEW AND CONCURRENCE

[Redacted Signature] [Redacted Name] [Redacted Phone] [Apr 6, 2016]
Signature Name Phone Date

CONTRACTING OFFICER CERTIFICATION

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

[Redacted Signature] [Redacted Name] [Redacted Phone] [4/7/16]
Signature Name Phone Date

LEGAL SUFFICIENCY REVIEW

I have determined this Justification is legally sufficient

Sharif T. Dawson, Esq.
Associate Counsel
DLA Counsel Aviation
Phone (215) 697-
[Redacted]

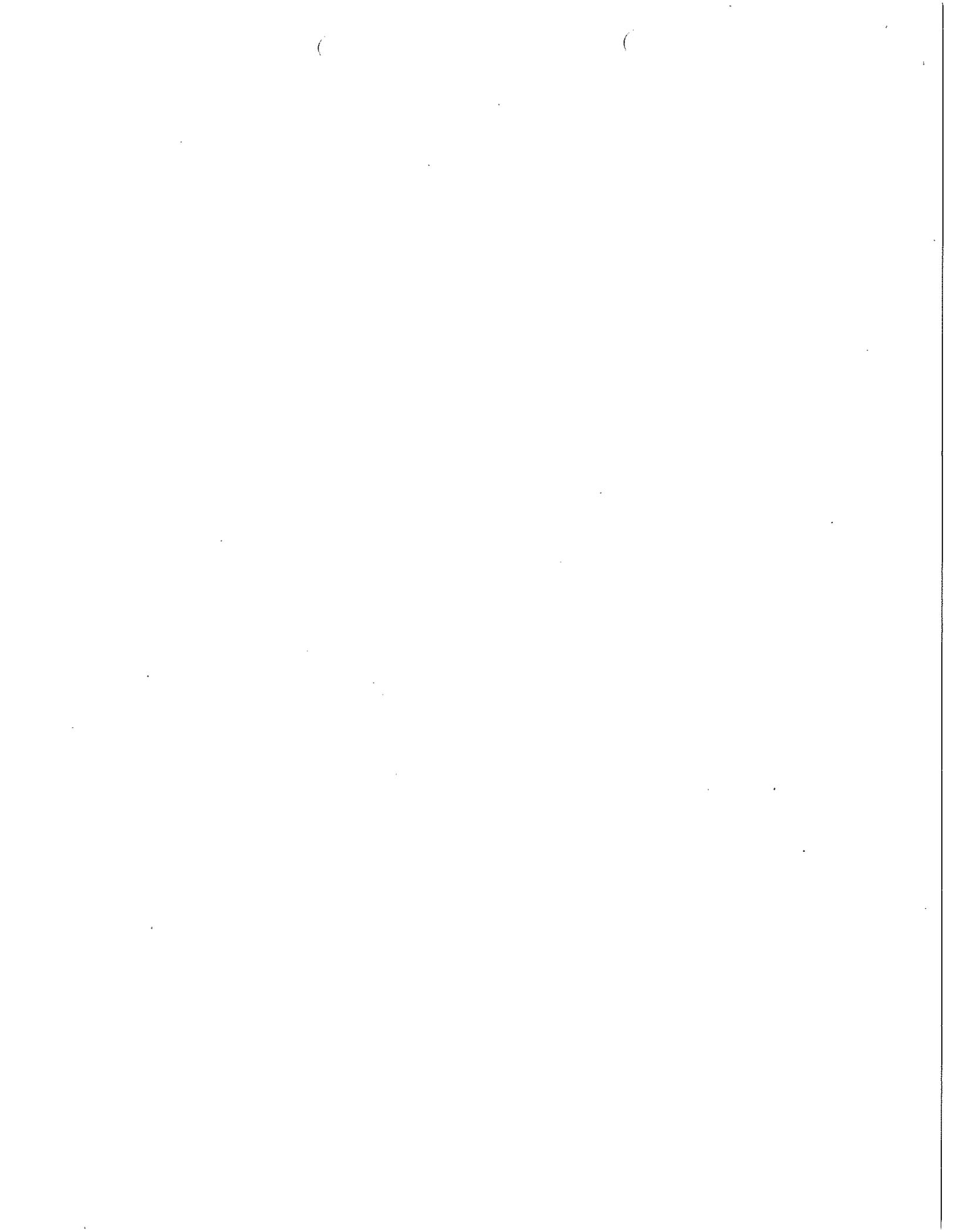
[Redacted Signature] [Redacted Name] [Redacted Phone] [4/11/16]
Signature Name Phone Date

APPROVAL REQUIRED BY FAR 6.304

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

Approval Levels:

\$150,000 - \$700,000:	Contracting Officer
Over \$700,000 - \$13,500,000:	Competition Advocate
Over \$13,500,000 - \$93,000,000:	HCA
Over \$93,000,000:	DLA SPE



J&A MARKET RESEARCH

Date: Apr 5, 2016

Requisition/PD#(s): N0038316X0922

NSN/P/N(s): 7RH 1680 016098963 P8

(AMC/AMSC) or (RMC/RMSC): 3H LSR (Limited Screen Review)

Code/Ext: 4971

DCA Cage Code: (35351)

[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: 	[MECH] Submitter Data Integrity: 	
initials	initials	

SOURCE VALIDATION RESOURCES (Check all that apply)

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

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.

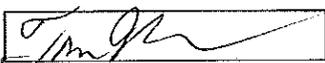
Complete - Procure from the current approved source(s) of supply
* A completed SAR is required to qualify all new sources *

Remarks (optional):

6. USP Determination

Remarks:

Additional Remarks:

Signature 

Date:



5-R-V159

In/Out
G/E
G/E

**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: 14344-0320

Requisition/PD# N0038315X0945, N0038315X1065, N0038315X1066, N0038315X1067

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

Maureen DeLorenzo Item Manager's Name	[REDACTED]	Extension	N98152.16 Code
Ronald Kiesling Technician's Name	[REDACTED]	Extension	N98152.51 Code
John McCarry Buyer's Name	[REDACTED]	Extension	APAP.02 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:	See Attachment "A"	Quantity:	Various
NSN:	See Attachment "A"	CAGE Code:	35351
P/N:	See Attachment "A"	Unit Price:	\$ Various

Estimated Value (include option): [REDACTED] The required delivery date is: 6 months ARO

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:

Folder Number: 143440320

Requisition/PD# N0038315X0945, N0038315X1065, N0038315X1066, N0038315X1067

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: GE Aviation Systems CAGE 35351
3290 Patterson Ave Southeast
Grand Rapids, MI 49512-1991

This Acquisition will be negotiated with the OEM GE Aviation Systems CAGE 35351. The P-8A aircraft is currently in the interim phase of the life cycle process and as such, it is imperative that the Government deal with the OEM/ Prime Vendor for procurement of these items. The Government does not physically have in its possession sufficient engineering or technical data to contract for spares with other than the OEM/ Prime at this time. As the P-8A is currently in the interim support/ pre-physical configuration audit (PCA) phase the aircraft and mission systems are experiencing constant anomalies and variations within the configuration. The Government does not have the empirical engineering data available that would allow for realistic competitive sustainment efforts at this time. As the program develops and passes the various milestones of the interim support phase, logistical and technical requirements will continue to vary in such a way that makes it essential, and in the best interest of the Government, to negotiate exclusively with the OEM/ Prime at this time.

6. DESCRIPTION OF EFFORTS MADE TO SOLICIT OFFERS FROM AS MANY OFFERORS AS PRACTICABLE:

The proposed contract action will be synopsisized in the FedBizOpps website for government-wide point of entry on:

2-13-15

The following sources have expressed an interest in this acquisition: NONE

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:

Market research was not conducted in accordance with FAR part 10 as this item is part of the P-8A Aircraft program which is currently in the Interim Phase of Life Cycle Support. This is further delineated in paragraphs 5 and 8.

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-8A and its systems progress through interim support and enters Material Support on 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 sufficient data is available, and if so, will aggressively pursue a commercially competitive posture for future procurements. NAVAIR has not yet established whether or not the data rights required to allow for full and open competition will be procured for these items. Therefore, at this time we cannot commit to a post MSD competitive posture for procurement of these items.

9. REFERENCE TO THE APPROVED ACQUISITION PLAN:

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

Folder Number: 143440320

Requisition/PD# N0038315X0945, N0038315X1065, N0038315X1066, N0038315X1067

**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] Ronald Klesling [Redacted] May 22, 2015
Name Phone Date

Requirements Cognizance:

[Redacted] Maureen DeLorenzo [Redacted] May 22, 2015
Name Phone Date

CONCURRENCE

[Redacted] Solomon Pro... [Redacted] MAY 27 2015
Name Phone Date

CONTRACTING OFFICER CERTIFICATION

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

[Redacted] John McCarty [Redacted] 5/29/15
Name Phone Date

LEGAL SUFFICIENCY REVIEW

[Redacted] Client Name: Sharl T. Dawson, Esq. Associate Counsel
[Redacted] Name: [Redacted] Phone: [Redacted] Date: 6/2/15

APPROVAL REQUIRED BY FAR 6.304

[Signature] Michael Massella [Redacted] 6/2/15
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

Attachment A

Lead Folder: 14344-0320

<u>Nomen</u>	<u>NSN</u>	<u>P/N</u>	<u>PR</u>	<u>Qty</u>	<u>U/P</u>	<u>Total Value</u>	<u>Total Value plus Option</u>
Flight Management	015855328	185019-001	N0038315X0945				

Addl. Items:

<u>wing station Control</u>	<u>NSN</u>	<u>P/N</u>	<u>PR</u>	<u>Qty</u>	<u>U/P</u>	<u>Total Value</u>	<u>Total Value plus Option</u>
Bomb Bay Base	01-609-8963	183528-004	n0038315X1066				
Fuselage Station	016098964	183542-004	n0038315X1067				