

DEFENSE LOGISTICS AGENCY
AVIATION
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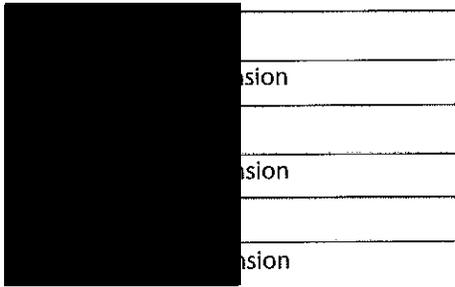
JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION

Folder Number: 16253-0034

Requisition/PD# N0038316X3980

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

Myia Hurst
 Item Manager's Name



N98212.24
 Code

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 Technician's Name

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 Buyer's Name

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 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: Thermocouple Harness Quantity:

NSN: 7R 6150 993311630 CAGE Code: 58880

P/N: 1814-RTA-1 Unit Price:

Estimated Value: \$ Undefinitized Contractual Action: Required time for delivery of material: 10/12/2016

Ship to: W25G1U Qty
 W62G2T Qty

Line of Accounting
 97 00 XX XX 4930 NC1A 000 85004 0 050120 7R 000000 7PPS00000000

4. STATUTORY AUTHORITY PERMITTING OTHER THAN FULL AND OPEN COMPETITION: This J&A is based upon the authority of 10 USC 2304(c)(2), unusual and compelling urgency, as implemented by FAR 6.302-2.

5. RATIONALE JUSTIFYING USE OF CITED STATUTORY AUTHORITY:

The descriptions for the above supplies (paragraph 3) have been reviewed and reflect the minimum needs of the Government.

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 C. This part requires engineering source approval by the design control activity in order to maintain the quality of the part. Existing unique design capability, engineering skills, and manufacturing knowledge by the qualified source(s) require acquisition of the part from the approved source(s). The approved source(s) retain data rights, manufacturing knowledge, or technical data that are not economically available to the Government, and the data or knowledge is essential to maintaining the quality of the part. An alternate source must qualify in accordance with the design control activity's procedures, as approved by the cognizant Government engineering activity. The qualification procedures must be approved by the Government engineering activity having jurisdiction over the part in the intended application.

This acquisition will be negotiated with: Meggitt (UK) 58880

Waiver of FAT will be granted for: Meggitt (UK) 58880

Lead time associated with FAT is: N/A

There is an unusual and compelling urgency to negotiate and award to Meggitt (UK) 58880

as they are the only source(s) capable of meeting the urgent delivery schedule. Failure to obtain the required supplies will result in:

The United States Marine Corp has 128 T/AV8B Harrier close air support aircraft with each aircraft having one thermocouple. The thermocouple is a part of the F402 Engine that is used to power the AV8B Harrier. The Marine Corps AV8B Harrier is a multi-role, multi-mission, tactical close air and attack jet. It is used for close air support for Marine ground forces and as a direct action precision strike and attack aircraft. The Harrier is used as the backbone for Marine air strikes. If these aircraft are grounded due the lack of thermocouples, critical missions in various key operational theaters worldwide will halt or be significantly undermined, resulting in serious injury to the Government and possible loss of life.

This urgent contract is an integral part to mitigating current thermocouple supply shortfalls. We currently have [redacted] backorders with [redacted] backorders.

Production Impact using current data shows [redacted] the impact originates from an O-Level activity (installed Engine), the O-Level requirement can be transferred to the I-Level and a serviceable asset associated with an I-Level in-process Engine can be given to the O-Level to mitigate the on wing requirement preventing an Aircraft on the Ground (AOG). Due to the low number [redacted] the above is considered a short-term mitigation strategy. This strategy will also prevent those I-Level Engines from being made RFI and having bare firewall (I-Level Engine Production Impact is the first impact, not AOG). I-Level Engine Production Impact is estimated to be within 30-45 days.

With the above taken into consideration, AOG impact is estimated to be 90 days.

Backorders	[redacted]	On Hand	0	On Contract	0
Anticipated backorders during PLT	[redacted]	Quarterly Demand	[redacted]		

6. FEDERAL BUSINESS OPPORTUNITIES/POTENTIAL SOURCES: Synopsis of the contract was waived in accordance with FAR 5.202(a)(2).

A review has been made to determine and identify all known sources. The following sources have expressed interest in the acquisition:

No other sources has express interest for the manufacture of the Thermocouple Harness

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 based on failure to obtain timely delivery of the required supplies will result in further degradation of fleet readiness for the F402 engine on the Marine AV-8 aircraft.

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:

For reasons set forth in paragraph (5) and (6), NAVSUP WSS has no plans at this time to openly compete future contracts for the types of supplies/services covered by this document. If another potential source emerges, NAVSUP WSS will assess whether competition for future requirements is feasible.

9. REFERENCE TO THE APPROVED ACQUISITION PLAN:

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

Source Selection Information - See FAR 2.101 & 3.104

C2 Spares J&A
Revised OCT 2015

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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] Alan C Rohan [Redacted] 13 Sept 2016
Name Date

Requirements Cognizance:

[Redacted] Myia Hurst [Redacted] 13 Sept 2016
Name Phone Date

COMPETITION ADVOCATE REVIEW AND CONCURRENCE

[Redacted] John Sweeney [Redacted] 14 SEP 2016
Name Date

CONTRACTING OFFICER CERTIFICATION

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

[Redacted] Thomas F Kennedy [Redacted] 15 Sept 2016
Signature Name Date

LEGAL SUFFICIENCY REVIEW

I h [Redacted] Sharif T. Dawson, Esq. [Redacted] 9/27/16
Associate Counsel
Name Phone Date

APPROVAL REQUIRED BY FAR 6.304

[Redacted] [Redacted] [Redacted] [Redacted]
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

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