

JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION

SIMPLIFIED ACQUISITION PROCEDURES (SAP) FAR 13.106-1(b)

SOLICITATIONS MAY BE LIMITED TO ONE SOURCE ONLY IF THE CONTRACTING OFFICER DETERMINES THAT ONLY ONE SOURCE IS REASONABLY AVAILABLE. THIS DETERMINATION MUST BE SUPPORTED WITH FULL JUSTIFICATION FOR SOLE SOURCE FROM THE CUSTOMER. WHEN THE CUSTOMER DESCRIBES AN ITEM WITH A PURCHASE DESCRIPTION WHICH LIMITS THE AVAILABILITY TO ONE SOURCE, THE JUSTIFICATION MUST EXPLAIN WHY THE ITEM IS THE ONLY ONE THAT WILL MEET THE GOVERNMENT'S REQUIREMENT. STATEMENTS SUCH AS "ONLY KNOWN SOURCE" OR "ONLY SOURCE WHICH CAN MEET THE REQUIRED DELIVERY DATE" ARE INADEQUATE TO SUPPORT A SOLE SOURCE PURCHASE.

PURCHASE REQUEST OR REQUISITION NUMBER
3069-FH01

PROJECT/TASK
NUMBER
C27J FMS Nav DB

IDENTIFICATION OF THE AGENCY AND THE CONTRACTING OFFICE, AND SPECIFIC IDENTIFICATION OF THE DOCUMENT AS A "JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION." PLEASE CITE THE AUTHORITY AND TYPE OF JUSTIFICATION.

The United States Coast Guard (USCG), Aviation Logistics Center (ALC), Medium Range Surveillance (MRS) Product Line, intends to award a firm-fixed price purchase order on a sole source basis. The statutory authority permitting other than full and open competition is 41 U.S.C. 1901(c), as implemented in FAR 13.106-1(b) (1).

BRIEF DESCRIPTION OF SUPPLIES OR SERVICES REQUIRED, AND THE INTENDED USE.

MRS intends to purchase the following Flight Management System Nav Database subscriptions on a sole source basis: Qty: 10 Ea. FMS NAV DATABASE P/N C-27J HONEYWELL

This software subscription is used on the C27J aircraft and is updated 13 times per year to eliminate runway errors and flight path intrusions.

UNIQUE CHARACTERISTICS THAT LIMIT AVAILABILITY TO ONLY ONE SOURCE, WITH THE REASON NO OTHER SUPPLIES OR SERVICES CAN BE USED.

The item to be procured under this acquisition is unique to the C27J aircraft, and any installation, operation, or servicing must comply with the Aircraft Original Equipment Manufacturer (OEM), requirements and/or the USCG's authorized engineering authority for this particular airframe. Honeywell International, Inc., 21111 N. 19TH AVE., PHOENIX, AZ 85027, USA (Cage Code: 58960) is the OEM of this software. Honeywell International, Inc. owns all rights to the technical data, specifications, and drawings required to update the software. The rights to the technical data necessary in order to provide the software updates from other than the OEM or an OEM approved source are not owned by the Government, and it has been determined that it is uneconomical to purchase these rights.

A DESCRIPTION OF EFFORTS MADE TO ENSURE THAT QUOTATIONS OR OFFERS ARE SOLICITED FROM AS MANY POTENTIAL SOURCES AS PRACTICABLE (INCLUDE YOUR MARKET RESEARCH EFFORTS HERE).

USCG uses past procurement history and the international aviation subscription service (Inventory Locator Service or ILS®), to seek available sources of supply. All potential sources were contacted via market research to determine if they possessed all of the following criteria: (1) if not the OEM, are in legal possession of the necessary service data, (2) have true capability, and (3) can meet the required Turn-Around-Time.

REASON THAT SUGGESTED SOURCE IS THE ONLY SOURCE WHICH CAN PROVIDE THE SUPPLIES OR SERVICES.

Honeywell International, Inc., 21111 N. 19TH AVE., PHOENIX, AZ 85027, USA is the OEM and owns the rights to the technical data, specifications, and drawings required to provide the software updates. The software updates are procurable only from the OEM.

EXPLAIN WHY AN ADEQUATE PURCHASE DESCRIPTION OR OTHER INFORMATION SUITABLE TO SOLICIT BY FULL AND OPEN COMPETITION HAS NOT BEEN DEVELOPED OR ARE NOT AVAILABLE.

Due to Operational Safety and/or Flight Critical Requirements, the USCG cannot legally change the requirement for this item as it is directed by the OEM and/or the OEM's manager of such data. Therefore, procurement processes are dictated by the OEM or an approved source of the OEM. The Government does not own or possess any rights to the technical data, specifications, and drawings required to provide the software updates. In addition, the Government has not developed the technical data required to develop these software updates and has no plans to do so.

PROVIDE A STATEMENT OF ACTIONS, IF ANY, THE GOVERNMENT MAY TAKE TO REMOVE OR OVERCOME ANY BARRIERS TO COMPETITION BEFORE FUTURE ACQUISITIONS ARE REQUIRED.

It is not economically feasible for the Government to purchase the OEM rights, technical data, etc. to provide these software updates. However, the USCG ALC MRS still continues to check maintenance and repair web-based subscription services, alternate approved systems, and industry periodicals, and also sends representatives to various aviation trade shows and conferences to seek out all possible legally achieved purchase/service options and sources.