

[REDACTED]

**JUSTIFICATION AND APPROVAL**

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

**AFGHANISTAN SHORT TAKE-OFF AND LANDING (STOL)  
LOW COST/LOW ALTITUDE (LCLA) AERIAL DROP,  
CARGO SERVICE, PASSENGER SERVICE, AND COMBINED SERVICE**

**1. CONTRACTING ACTIVITY.**

United States Transportation Command, Directorate of Acquisition, Specialized Transportation and Support Division (USTRANSCOM/TCAQ-R), 508 Scott Drive, Scott AFB IL 62225-5327.

**2. NATURE AND/OR DESCRIPTION OF THE ACTION BEING APPROVED.**

Approval is requested to allow for other than full and open competition in contracting for support of the United States Central Command (CENTCOM) requirement in the Combined Joint Operations Area - Afghanistan (CJOA-A) for STOL LCLA aerial drop, cargo service, passenger service, and combined service (hereafter referred to as STOL/LCLA airlift service). Services are currently being performed under contract [REDACTED] which was awarded/administered by Rock Island Contracting Center (RICC) and expires on 24 Apr 14. In Nov 13 the follow-on requirement was provided to USTRANSCOM for acquisition and is currently being procured through a competitive procurement. However, the requirement was not received in sufficient time to allow for completion of the acquisition prior to expiration of the current RICC contract. As a result a bridge contract is required to provide service between expiration of the current RICC contract and the start of the follow-on competed contract.

**3. A DESCRIPTION OF SERVICES REQUIRED TO MEET THE AGENCY'S NEEDS.**

CENTCOM has a requirement for one STOL LCLA twin-engine, fixed wing aircraft with a rear ramp and the flexibility to transport passengers and cargo (as para-drop resupply bundles or as palletized cargo) between locations in the Area of Responsibility (AOR) of Afghanistan. Aircraft must be listed, maintained, and operated in accordance with Federal Aviation Regulation (FAR) 91 (general operating and flight rules), FAR 105 (parachute operations), FAR 119.55 (military contract deviation authority), and possess a FAR 135 certificate or meet equivalent Civil Aviation Administration (CAA) requirements. [REDACTED]

[REDACTED] Aircraft may operate (take-off and landing) on [REDACTED] but such operations must be executed in compliance with the aircraft technical manual for performance and weight and balance. Aircraft must have the ability to hold a minimum of nine (9) passengers with an alternate configuration for cargo only. Aircraft shall have the capability to change configurations as required by [REDACTED]. Missions will originate and end at Bagram Air Field (BAF), Afghanistan or other suitable airfields that will support flight operations.

Currently this requirement is supported through a firm fixed price contract performed by FlightWorks for the period of performance from 27 Aug 11 through 24 Apr 14 with an estimated value of \$23M.

[REDACTED]

[REDACTED]

**4. STATUTORY AUTHORITY PERMITTING OTHER THAN FULL AND OPEN COMPETITION.**

10 USC 2304(c)(2) as implemented by Federal Acquisition Regulation (FAR) Part 6.302-2, Unusual and Compelling Urgency.

**5. DEMONSTRATION THAT THE PROPOSED CONTRACTOR'S UNIQUE QUALIFICATIONS OR NATURE OF THE ACQUISITION REQUIRES THE USE OF THE AUTHORITY "UNUSAL AND COMPELLING URGENCY".**

The incumbent contractor, FlightWorks, is the only source able to provide the required services without interruption until award and start of a follow-on contract. At present, FlightWorks is the only contractor with the required Federal Aviation Administration (FAA) waiver to perform the

[REDACTED]

Other potential sources have indicated it will take 30-60 days from date of contract award to obtain the waiver. With the competed follow-on contract projected for award on 24 Apr 14, a potential 30-60 day service gap exists to accommodate the time necessary for a contractor to obtain the waiver to perform LCLA missions.

[REDACTED]

[REDACTED]

**6. DESCRIPTION OF EFFORTS MADE TO ENSURE THAT OFFERS ARE SOLICITED FROM AS MANY POTENTIAL SOURCES AS IS PRACTICABLE.**

[REDACTED]



Due to the unusual and compelling urgency, offers will not be solicited from sources other than the incumbent. However, the follow on contract was synopsisized and posted to Federal Business Opportunities (FedBizOps) and offers were solicited and received from multiple sources.

**7. DETERMINATION BY THE CONTRACTING OFFICER THAT THE ANTICIPATED COST TO THE GOVERNMENT WILL BE FAIR AND REASONABLE.**

The bridge contract will utilize the existing monthly rates from the current contract which were determined fair and reasonable based on a cost/price analysis.

**8. DESCRIPTION OF THE MARKET RESEARCH CONDUCTED AND THE RESULTS OR A STATEMENT OF THE REASONS MARKET RESEARCH WAS NOT CONDUCTED.**

Responses to Requests for Information (RFI) posted to FedBiz Ops for the follow-on contract indicated that multiple sources are able to provide the required services contingent upon receiving an FAA waiver to perform LCLA aerial drop missions. Only one source, the incumbent, currently maintains the FAA waiver. Market research further indicates a 30-60 day period is necessary to obtain the required waiver. As a result, only the incumbent has the ability to provide these services for the period from award of a follow-on contract until receipt of an FAA waiver to perform LCLA missions.


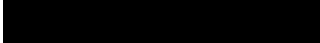
**9. ANY OTHER FACTS SUPPORTING THE USE OF OTHER THAN FULL AND OPEN COMPETITION.**

None.

**10. A LISTING OF SOURCES, IF ANY, THAT EXPRESSED, IN WRITING, AN INTEREST IN THE ACQUISITION.**

This acquisition was not advertised and no other sources have expressed an interest in this bridge contract.

**11. A STATEMENT OF THE ACTIONS, IF ANY, THE AGENCY MAY TAKE TO REMOVE OR OVERCOME ANY BARRIERS TO COMPETITION BEFORE ANY SUBSEQUENT ACQUISITION FOR THE SERVICES IS MADE.**

The agency is currently competing the follow-on acquisition. The acquisition was posted to FedBizOps. Multiple proposals were received and are currently being evaluated.   




**12. CONTRACTING OFFICER CERTIFICATION.**

I certify that the data supporting the recommended use of this justification for an exception to fair opportunity is accurate and complete to the best of my knowledge and belief.



Marie T. Pendergast  
Contracting Officer

10 Apr 14  
DATE

**13. TECHNICAL AND REQUIREMENTS PERSONNEL CERTIFICATION.**

I certify that the supporting data under my cognizance, which are included in this justification, are accurate and complete to the best of my knowledge and belief.



Monte J. Bailey, 1LT, TC  
JLOC Airdrops OIC  
CJSOTF-A

10 April 2014  
DATE



**CONTRACTING ACTIVITY: USTRANSCOM**

**PROGRAM/PROJECT:** Afghanistan Short Take Off and Landing (STOL) Low Cost/Low Altitude (LCLA) Aerial Drop Cargo Service, Passenger Service, and Combined Service.

**AUTHORITY:** FAR 6.302-2, Unusual and Compelling Urgency

**ESTIMATED CONTRACT COST:** [REDACTED]

**10. APPROVAL OFFICIAL CERTIFICATION:**

**REVIEWED:**

[REDACTED]  
\_\_\_\_\_  
MARY E. GREEN  
Chief, Specialized Transportation and Support Division

10 Apr 14  
DATE

[REDACTED]  
\_\_\_\_\_  
Office of the Staff Judge Advocate

9 APR 14  
DATE

[REDACTED]  
\_\_\_\_\_  
JEFFERY T. BEYER  
Chief, Business Support and Policy Division

11 Apr 14  
DATE

**APPROVED:**

I certify that the data supporting the use of other than full and open competition is accurate and complete to the best of my knowledge and belief.

[REDACTED]  
\_\_\_\_\_  
MICHELLE M. MENDEZ  
Competition Advocate

11 Apr 14  
DATE