

USE IAW USCG (CG-9) ACQUISITION ROAD MAP (ARM) WHICH COMPLIES WITH THE CURRENT REQUIREMENTS IN THE HCA SAP GUIDEBOOK and FAR 6.303-2.

[Auto-Fill Version Dtd 21July2016 - Previous Versions of the form are considered obsolete and may not be used]

SAMPLE 7 –JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION

SIMPLIFIED ACQUISITION PROCEDURES (SAP)

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.

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| PURCHASE REQUEST OR REQUISITION NUMBER 1106-NV01 | PROJECT/TASK NUMBER SV | ESTIMATED AMOUNT (Over Micro-Purchase Threshold, but up to the SAT) |
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IDENTIFICATION OF THE AGENCY AND THE CONTRACTING OFFICE, AND SPECIFIC IDENTIFICATION OF THE DOCUMENT "JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION." PLEASE CITE THE AUTHORITY AND TYPE OF JUSTIFICATION.
AGENCY/OFFICE: United States Coast Guard Aviation Logistics Center, C27J Asset Project Office (C27J). This is a Justification for other than Full and Open Competition under Simplified Acquisition Procedures as prescribed in the Federal Acquisition Regulations, Coast Guard SAP Handbook, the ALC Chief of Contracting Offices, and the MRS Supervisory Contracting Officer.

BRIEF DESCRIPTION OF SUPPLIES OR SERVICES REQUIRED, AND THE INTENDED USE.
Repair of the SATCOM HPA, PN: 7520000-20140 & EGPWS Computer, PN: 965-0779-002 IAW the OEM specifications. The Assets will be returned as (RFI) ready for issue status.

UNIQUE CHARACTERISTICS THAT LIMIT AVAILABILITY TO ONLY ONE SOURCE, WITH THE REASON NO OTHER SUPPLIES OR SERVICES CAN BE USED.
This item (to include its Form, Fit, and Function) is unique to the HC-27J Aircraft, and any installation, operation, or servicing must comply with the Aircraft OEM requirements and/or the U. S. Coast Guard's authorized engineering authority for this particular airframe.

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.
This service is procurable from Honeywell's authorized repair facility, Sherwood Aviation. Procedures and data are protected under proprietary rights as OEM (Proprietary Claim Certificate on file). At the time of procurement of this operational airframe, the government did not chose to bear the cost of the procurement of the referenced data so it cannot legally release such proprietary data or provide it under FOIA.

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 service requirement for this item as it is directed by the OEM and/or the OEM's manager of such data. Therefore, service processes are dictated by an official OEM approved Configuration and Maintenance Manual (CMM) or other proprietary protected service processes and/or data and cannot be modified.

PROVIDE A STATEMENT OF ACTIONS, IF ANY, THE GOVERNMENT MAY TAKE TO REMOVE OR OVERCOME ANY BARRIERS TO COMPETITION BEFORE FUTURE ACQUISITIONS ARE REQUIRED.
Although the government has not been willing to bear the cost of procurement of the necessary OEM data for this service, C27J APO 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 service options and sources.

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| [REDACTED] | CODE PA/KO | TE [REDACTED] 1 |