

**COORDINATION AND APPROVAL  
FOR OTHER THAN FULL AND OPEN COMPETITION  
ACQUISITION**

CONTRACTING ACTIVITY: AFLCMC/WNKB

PR NUMBER: FD2060-13-00322

PROGRAM NAME/PROGRAM ELEMENT: TEXTILE AIRCRAFT ARRESTING SYSTEMS (TAAS)

ESTIMATED CONTRACT COST: [REDACTED]

TYPE PROGRAM: PEO

AUTHORITY: 10 U.S.C. 2304(c) (2), as implemented by FAR 6.302-2

TYPE J&A: INDIVIDUAL

Program Manager/  
Requirements Initiator

[REDACTED] WNZAB 19 DEC 12 472- [REDACTED]  
Ofc Symbol Date Phone

Contracting Off

[REDACTED] WNKBAB 19 DEC 2012  
Ofc Symbol Date Phone

Local Legal Reviewer

[REDACTED] 78 ABW/JAQ 03 Jan 13 [REDACTED]  
Ofc Symbol Date Phone

Approved:  
Competition Advocate

[REDACTED] AFSC/PZC-R 4 Jan 13 [REDACTED]  
Ofc Symbol Date Phone

## JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION

### **I. CONTRACTING ACTIVITY**

This Justification and Approval to request authority for Other Than Full and Open Competition supports requirements generated for the Air Force Life Cycle Management Center (AFLCMC), Support Equipment & Vehicles Division (WNZ), Life Support & Base Support Branch (WNZAB). The contracting authority for this requirement is the Support Equipment & Vehicles Contracting Branch (WNKB). The Purchase Request Number supporting this contracting action is FD2060-13-00322.

### **II. NATURE AND/OR DESCRIPTION OF THE ACTION BEING PROCESSED**

Due to the circumstances described below, this activity will acquire the following using Other Than Full and Open Competition (OTF&OC) procedures prescribed by FAR 6.302-2, Unusual and Compelling Urgency. This action will result in the award of a new firm fixed price contract. This sole source requirement will be purchased from the following company:

Zodiac Aerospace/Aerazur  
2 R Maurice Mallet  
PO Box 48 BD Gallieni  
92130 ISSY LES Moulineaux  
France  
Phone: 01 41 23 23  
CAGE : F6101

### **III. DESCRIPTION OF THE SUPPLIES/SERVICES REQUIRED TO MEET THE AGENCY'S NEEDS**

The Textile Aircraft Arresting Systems (TAAS) were designed for hook equipped aircraft in need of an emergency arrestment (stop), capable of being engaged in either landing or take-off situations, and was introduced into the USAF inventory in 2001 as a back-up emergency Aircraft Arresting System (AAS). The Aératur manufactured TAAS utilizes the tear strength of woven nylon straps to provide the energy absorption capability necessary to stop tail hook equipped aircraft with excessive speed. One side of each nylon strap is anchored to a foundation or earth anchor in the shoulder of the runway or overrun and the other side is linked to the hook-cable that engages the aircraft tail-hook. Each strap requires 1,500 pounds to start tearing apart. Two straps compose a single module and multitude parallel modules are placed on both sides of the runway or overrun. The TAAS is a constant force AAS where the number of modules determines the load the system can handle and the length of the straps determines the amount of energy the system can absorb.

This J&A covers acquisition of the following:

ITEM 0001: TAAS (Bi-directional TAAS, MB100.10.C), NSN 1710-14-523-5525RN, P/N 217050-1

ITEM 0002: TAAS (Bi-directional TAAS, MB100.10.C with reset kit), NSN 1710-14-553-1857RN, P/N 217051-1

ITEM 0003: TAAS (Uni-directional TAAS, MB60.9.9.C), NSN 1710-14-521-5021RN, P/N 216750-1

ITEM 0004: TAAS (Uni-directional TAAS, MB60.9.9.C with reset kit), NSN 1710-14-558-6661RN, P/N 216752-1

ITEM 0005: TAAS (Uni-directional TAAS, MB60.6.9.I), NSN 1710-14-563-0445, P/N 221400-0

ITEM 0006: TAAS (Uni-directional TAAS, MB60.6.9.I with reset kit), NSN 1710-14-563-0439, P/N 221401-0

Under the contemplated contract Zodiac/Aerazur thru ESCO will provide the following:

<u>NSN</u>	<u>Qty</u>	<u>Est. Unit Price</u>	<u>Est. Total Price</u>
1710-14-523-5525RN	1 EA		
1710-14-553-1857RN	1 EA		
1710-14-521-5021RN	2 EA		
1710-14-558-6661RN	2 EA		
1710-14-563-0445RN	2 EA		
1710-14-563-0439RN	2 EA		

The total estimated cost of this acquisition [REDACTED] which is based on historical pricing.

Funds to be utilized are FY13 O&M

Required delivery is set forth for each NSN in paragraph V below

#### **IV. STATUTORY AUTHORITY PERMITTING OTHER THAN FULL AND OPEN COMPETITION**

10 U.S.C. 2304(c)(2), as implemented by FAR 6.302-2 (b)(2), Unusual and Compelling Urgency.



**V. DEMONSTRATION THAT THE CONTRACTOR'S UNIQUE QUALIFICATIONS OR NATURE OF THE ACQUISITION REQUIRES THE USE OF THE AUTHORITY CITED ABOVE (APPLICABILITY OF AUTHORITY)**

The agency's need for the supplies is of such an unusual and compelling urgency that the Government would be seriously injured unless the agency is permitted to limit the number of sources from which it solicits proposals. The specific nature and extent of the harm that would result from use of other acquisition procedures is significant delays in fielding these aircraft arresting systems thereby posing serious risk to the aircraft and safety of aircrew in emergency situations.

This equipment directly interfaces with fighter aircraft during in-flight emergencies. Due to the critical application of this system (risk to aircraft and aircrew in emergency situations), only systems which have been evaluated and qualified by the USAF can be considered.

Aerazur is presently the only manufacturer for the TAAS and only source approved for use by the USAF.

Contract FA8532-10-C-0042, awarded 29 Sep 2010 to Victor Balata Belting Company (VBBC), was the result of the first competitive solicitation for these TAAS systems. The contract allowed for a 14 month lead time to accomplish first article operational testing and an additional 11 month production lead time subsequent to completion of operational testing. Operational testing commenced at the Naval testing facility in Lakehurst NJ in November 2011. The first articles failed testing and contract is currently being terminated. As a result of this failure and subsequent contract termination, we have no due in assets to support our immediate needs.

At both Luke AFB and Eglin AFB the existing arresting systems are BAK-9s. As directed in Technical Order 35E8-2-4-1, the BAK-9 brakes require replacement every 10 years during system overhaul. Production assets due in under the VBBC contract were slated to replace the BAK-9s at these locations. The delays encountered in first article testing under the VBBC contract resulted in both Eglin and Luke requesting a one year waiver to the 10 year overhaul requirement for their BAK-9s. The one year waiver for Eglin AFB expires 31 Mar 2013 and 2 Aug 2013 for Luke AFB. The BAK-9 is experiencing parts obsolescence and there is no available source that performs overhaul of the BAK-9 systems. Additional waivers to extend the 10 year overhaul requirement pose an unacceptable risk (aging and excessive wear on the brake material on the brakes) to aircraft and aircrew in emergency situations. With no due in assets and no overhaul capability for BAK-9 system overhaul, our only means of support at Luke AFB and Eglin is through this emergency procurement.

A 2008 Class A safety mishap was reported in the Air Force Automated System (AFSAS), Report number 493210, and the "Other Findings and Recommendations of Significance" recommended replacing MA-1A and E-5 chain gear arresting systems with priority towards F-22 and F-35 bases with departure end obstacles.



Although the Class A report findings focuses on the F-22, all aircraft using the chain gear poses a threat of the engagement going off the side of the runway or going past the end of the runway. The chains are old school absorbers and pose a risk to every aircraft engaging them. The TAAS is engineered to compliment weights and speeds of the current engagements.

Langley AFB and Tyndall AFB host both T-38 and F-22 aircraft. The E-5 chain gear systems at these locations consist of a pre-tensioned arresting cable and arresting chains made up from ships anchor chains. The anchor chains are used as the energy absorber for the system. The TAAS systems replace the anchor chain portion of the system which will allow for a smoother transition and ensure the aircraft remains in the center of the runway during arrestment thereby significantly reducing risk of damage to aircraft and safety of aircrew during engagement. Production units under the VBBC contract were to have been utilized to replace the chain gear arresting systems at these locations.

The pre-tensioned arresting cable portion of the E-5 systems at Langley AFB and Tyndall AFB are on contract and both are scheduled to receive BAK-15 net/cable systems to support their new T-38 missions. It is therefore critical that Langley AFB receive the TAAS on or before 30 Apr 2013 and Tyndall on or before 30 Jun 2013 in order to eliminate the unacceptable risk posed by continued use of the E-5 chain gear systems at these locations. The TAAS used as the energy absorber will be interlinked with these BAK-15s to support the T-38 and F-22 aircraft. Without the TAAS systems from Aerazur, continued use of chain gear as the energy absorber for F-22s and T-38s poses an unacceptable safety risk.

The proposed source can satisfy the emergency and begin deliveries in Apr 2013 with final delivery in Jan 2014 as compared to award/delivery under routine acquisition procedures and/or award to an unqualified source in approximately 750 days, dependent upon the results of the required qualification testing. Normal administrative lead time will not allow delivery or performance by the actual need dates.

Compliance with the synopsis waiting period and/or the 30 day solicitation response time for an acquisition under other than "unusual and compelling" procedures would result in serious harm to the Government. This equipment is required to ensure safety of aircraft and aircrew personnel during in flight emergencies.

Only the minimum essential quantity (MEQ) of supplies is being acquired under these emergency procedures. All other quantities are expected to be acquired utilizing routine acquisition procedures. The MEQ stated above represents immediate known requirements for replacement of BAK-9 systems with no means for mandated overhaul and the inadequate anchor chain systems on F-22 bases (Langley and Tyndall AFB) that share runways with T-38s. Without these TAAS the increased risk of pilot lives and/or aircraft damage is high.

Aerazur is the only manufacturer with systems qualified for use by the USAF and thus capable of meeting our critical need dates and as such solicitation will be limited to them.

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

Due to the urgency of need, this requirement will not be synopsisized on the Federal Business Opportunities web page in accordance with FAR 5.202(a)(2).

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

The overall cost of this acquisition will be fair and reasonable to the Government. In accordance with FAR 15.403-4, the contractor will be required to provide certified cost and pricing data to be used in supporting the Government's evaluation of the proposed cost. The proposed skill mix of labor, labor hours, types and quantities of material, other direct costs, and direct and indirect rates will be negotiated by the Government based upon recommendations from the Defense Contract Management Agency and expert technical personnel supporting the program.

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

Previous and ongoing market research confirms that Aerazur has the only TAAS systems approved for use by the USAF and due to the urgent and compelling nature of this procurement they are the only viable source of supply for this emergency effort. Future procurement efforts are expected to be acquired using full and open competitive procedures.

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

None

**X. LIST OF SOURCES, IF ANY, THAT EXPRESSED INTEREST IN THE ACQUISITION**

None.

**XI. A STATEMENT OF THE ACTIONS, IF ANY, THE AGENCY MAY TAKE TO REMOVE OR OVERCOME ANY BARRIERS TO COMPETITION BEFORE MAKING SUBSEQUENT ACQUISITIONS FOR THE SUPPLIES OR SERVICES REQUIRED**

The Product Description utilized to acquire the TAAS systems is currently being revised and will be coordinated with NAVAIR in an effort to strengthen the operational testing requirements prior to the next competitive solicitation for these systems.



## **XII. CONTRACTING OFFICER'S CERTIFICATION**

The contracting officer's signature on the Coordination and Approval Document evidences that he/she has determined this document to be both accurate and complete to the best of his/her knowledge and belief (FAR 6.303-2(a)(12)).

## **XIII. TECHNICAL/REQUIREMENTS PERSONNEL'S CERTIFICATION**

As evidenced by their signatures on the Coordination and Approval Document, the technical and/or requirements personnel have certified that any supporting data contained herein, which is their responsibility, is both accurate and complete (FAR 6.303-2(b)).