

1. **Contracting Activity:** Army Contracting Command-Orlando

2. **Description of Action:**

Requirement: New Requirement Logical Follow-on Requirement
 Mod to Existing Purchase Order/Contract Number

Pricing: Firm Fixed Price Time & Materials Cost

Funds: OMA Other Funds: PA

Name of Proposed Contractor: Rockwell Collins Simulation and Training

Street Address: 400 Collins Road

City, State, Zip Cedar Rapids, IA 52498-0001

3. **Description of Services/Supplies:** The total estimated value of the proposed action is [REDACTED] PM GCTT has a requirement to upgrade the existing Mine Resistant Ambush Protected (MRAP) Automatic Fire Suppression System (AFSS) Virtual Trainer to bring it in alignment with the upgrades being performed on the MRAP AFSS Part Tasks Trainers (PTT) Upgrade program. Specification PRF-PT-00638, Appendix A contains the Training Task List (TTL) (9 Capsule, 9 Engine and 11 Undercarriage) that are pertinent to the AFSS Virtual Trainer.

A high level description of the changes includes:

- Undercarriage (formerly “Wheel”) system update to incorporate change from a 4-bottle to a 6-bottle configuration, and corresponding updates to TTL
- Update nomenclature for legacy references to “Wheel” to now be “Undercarriage”
- Deletion of Phase I Engine system components, and corresponding updates to TTL
- Update nomenclature for legacy references to “Crew” to now be “Capsule”

Compared with the AFSS PTT, the Virtual Trainer will include an additional training task in the Undercarriage TTL that will troubleshoot a failure of one of the four identical K1 relays in the Undercarriage AFSS wiring harness.

4. **Authority Cited:**

- (a) 10 U.S.C. 2304(c)(1) or 41 USC 253(c)(1); FAR 6.302-1: Only one responsible source and no other supplies or services will satisfy agency requirements.
- (b) 10 U.S.C. 2304(c)(2) or 41 USC 253(c)(2); FAR 6.302-2: Unusual and compelling urgency.
- (c) 10 U.S.C. 2304(c)(3) or 41 U.S.C. 253(c)(3); FAR 6.302-3: Industrial Mobilization; Engineering, Development, or Research Capability; or Expert Services
- (d) 10 U.S.C. 2304(c)(6) or 41 U.S.C. 253(c)(6); FAR 6.302-6: National Security
- (e) Other: FAR16.505(b)(2)(i)(B)

5. **Reason for Authority Cited:**

a. Background: On 24 January 2011 the MRAP Joint Project Office issued a Statement of Urgent and Compelling Need requesting the MRAP AFSS PTT be ready for training by third quarter FY 12. In February 2011, a Training System Requirements Document (TSRD) was approved to expedite this need by the Combined Arms Support Command (CASCOM). On 15 June 2011 PEO STRI issued an undefinitized letter contract to RC-STS for the initial MRAP AFSS PTT requirements. On 15 July 2011 an Exception to Fair Opportunity (EFO) was approved by the PEO STRI Special Competition Advocate, pursuant to FAR 16.505(b)(2)(i)(A), citing the urgent and compelling need for the trainers. As a result of the negotiated definitization of this effort, a FFP DO, W900KK-09-D-0350-0008, was awarded to RC-STS on 30 January 2012.

W900KK-09-D-0350-0008 was for the design and manufacture of 55 MRAP AFSS PTT maintenance systems and a corresponding virtual training video. The user requirement for the virtual video was that it replicate each troubleshooting task performed on the PTT, but in the virtual world as if performed on the actual MRAP All-Terrain Vehicle (MATV) vehicle. During the initial design and development of the MRAP AFSS PTTs, components of the MATV fire suppression system were utilized. There are 11 faulted component paths that make up the training system. The development of the virtual training video required extensive interaction with the wheel School at Ft Lee VA to disassemble the MATV vehicle to enable photo capture of the fire suppression component locations on the vehicle and then to create the corresponding 3-D images

and graphical user interface as part of the virtual trainer. Rockwell Collins STS is the only company which has possession of this raw footage and information.

In July 2015, PM GCTT was requested to upgrade the AFSS PTT to reduce the instructor workload. A sole source DO to upgrade the hardware and software of 21 existing MRAP Automatic Fire Suppression System (AFSS) Part Task Trainer (PTT) student stations and procure and install three MRAP AFSS PTT Instructor Operator Stations (IOSs). This upgrade will allow one instructor to directly interface with up to seven individual MRAP AFSS PTT workstations, thereby, reducing instructor workload and improving student training. During the process of developing the Systems Requirement Document, it was discovered that the magnitude of the vehicle changes was much greater than original known. Essentially the entire undercarriage portion of the MATV changed from a pressure actuated design to an electrically actuated design. The trainer upgrade now required all new components and all new troubleshooting procedures for the undercarriage area.

During the preliminary design review, the User community identified the differences between the new proposed undercarriage design and the undercarriage procedures currently incorporated into the virtual trainer use by the Wheel School. At this time it was realized that the virtual trainer would also have to be updated to match the new undercarriage troubleshooting procedures. This update was not included in the scope for the upgrade of the PTTs. The Wheel School required delivery of the update virtual trainer to be concurrent with the delivery of the upgraded AFSS PTTs scheduled for November 2016 so that students would not be trained on an obsolete virtual trainer and then transition to the new PTT with completely different procedures and tasks.

b. The services ordered are unique and highly specialized. The required vehicle components are only associated with the MRAP MATV and the graphics must exactly match visually with the component location and unique fire suppression cable routing throughout the MATV undercarriage. The specific troubleshooting steps must also match exactly with the steps used on the part task trainers with identical step tracking and student scoring. Any other offeror would have to duplicate the effort in the generation of the original graphics used for the current video and additionally, the Wheel School personnel and vehicles would have to be removed from training for approximately two months to allow another contractor to recreate the information already in possession by Rockwell Collins. Additionally any other contractor would have to extensively coordinate with Rockwell Collins during the AFSS PTT upgrade in order to be able to duplicate the new Undercarriage troubleshooting and step tracking procedures. This support is not currently in that contract scope and the current contract would require modification delaying any contract to another prime. Under the current delivery order, Rockwell Collins has been responsible for developing and generating 3-D graphics for the AFSS to generate software to allow students to follow the Interactive Electronic Technical Manuals (IETM) for the AFSS troubleshooting and maintenance tasks. Any other contractor would have to develop the in-house expertise on the

developmental software that Rockwell Collins utilized to generate the 3-D graphics for AFSS PTT Upgrade effort in order to maintain interface commonality with the new software. This would require an addition of 3-4 months to the proposed 7 months period of performance, additional costs, schedule delays, and developmental and design rework (see Table 1).

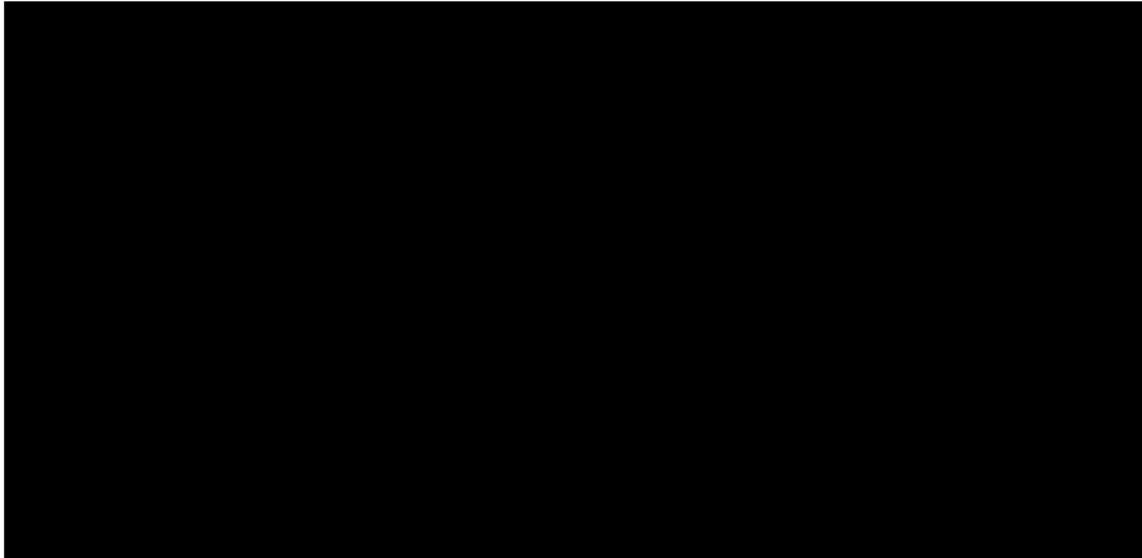
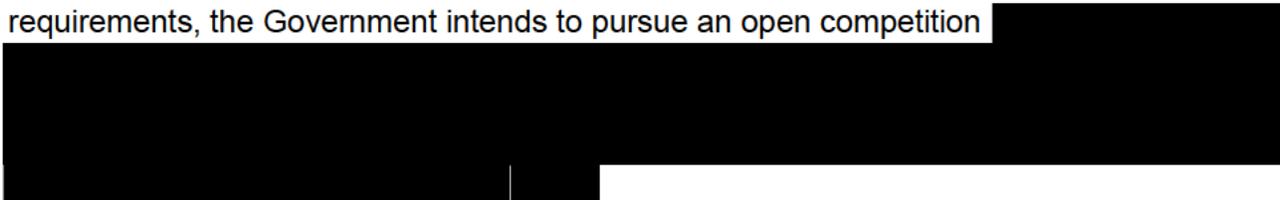


Table 1 - Estimate of savings to the Government if Sole Source to Rockwell Collins

6. Actions to Increase Competition: Market research will continue to be performed to identify potential sources. For any other weapon system fire suppression trainer requirements, the Government intends to pursue an open competition



7. Market Research: During the 2014 and 2015 Interservice/Industry Training, Simulation and Education conference (I/ITSEC) and the Association of the United States Army (AUSA) conference, the Government conducted research by looking at existing technology similar to the MRAP AFSS PTT devices and corresponding video trainers. There were no other companies (large or small) known to have produced anything similar to the MRAP AFSS PTT system videos with 3-D graphics on a MATV vehicle.

8. Procurement History:

Previous Purchase Order or Contract: **Yes** **No**

W900KK-09-D-0350-0008

Was action competed: **Yes** **No**

Note: The contract to upgrade the PTT is active and will not be completed until March 2017.

9. Additional Information to support the justification:

10. Technical / Requirements Certification: I certify that the support data under my cognizance which are included in this abbreviated J&A/EFO is accurate and complete to the best of my knowledge and belief.

Submitted By: [Redacted]

Position Title: Supervisory Project Manager

Email address [Redacted]

11. Fair and Reasonable Price Determination: As Contracting Officer, I hereby determine the anticipated cost to the Government for this contract will be fair and reasonable. Basis for the determination:

12. Contracting Officer's Approval: I hereby certify that this justification is accurate and complete to the best of my knowledge and belief. Based on the foregoing, I approve this sole source justification subject to the availability of funds, and provided that the services and supplies herein described have otherwise been authorized for acquisition.

DATE: 08 Jun 16 _____

SIGNATURE: [Redacted]
NAME: [Redacted]
TITLE: Contracting Officer