

National Aeronautics and Space Administration
Ames Research Center
Moffett Field, California 94035-1000

Justification for Other than Full and Open Competition
[FAR 6.303-2(a)(1)]

Summary Information:

Initiating Office: NASA Ames Research Center
Aeronautics Division (Code AT)

Purchase Request No.: 4200287819

Procurement Title: **Trajectory Flexibility Preservation**
Total Estimated Value: \$452,429.72

Period of Performance: 04/01/2009 to 3/31/2010

Statutory Authority: 10 USC 2304(c)(1), *Only One Responsible Source and No Other
[FAR 6.303-2(a)(4)] Supplies or Services Will Satisfy Agency Requirements*

This Justification for other than full and open competition has been prepared in accordance with the requirements of Federal Acquisition Regulation (FAR) 6.303 and NASA FAR Supplement 1806.303.

Detailed Information:

A. Nature and/or description of the action being approved. [FAR 6.303-2(a)(2)]

NASA Ames Research Center (ARC) proposes to negotiate a sole source contract with

L-3 Services, Inc.
300 Concord Rd.
Billerica, MA 01821

Provide additional information at a summary level, including, as a minimum:

- 1. why a sole source award is necessary;*
- 2. the length of proposed sole source award;*
- 3. for extensions to current contracts, the number, title, and other pertinent information specific to the existing contract; and*
- 4. a brief description of the requirement (additional details are required under paragraph (B) below.*

1. We recommend that the Government acquire the goods and/or services required by the procurement request noted above via other than full and open competition. To re-procure under full and open competition for a contract with period of performance of only one year in order to obtain alternative sources would be costly and time-consuming. It is in the Government's best interest to award on a noncompetitive basis.
2. Authorization to Proceed (ATP) + 12 months.

3. Extension to contract #NNA07BB26C. This contract is a result of the NASA Program Announcement entitled "Airspace Systems – NGATS ATM: Airspace Project." The proposal title was "Trajectory Flexibility Preservation and Constraint Minimization for Distributed ATM with Self-Limiting Traffic Complexity." Period of performance is 27 months (ending 03/31/2009). Total contract value is \$565,640.00.
4. This procurement is for Air Traffic Management (ATM) research to define and investigate metrics for aircraft trajectory flexibility and to develop methodologies for assessing and minimizing trajectory constraints. The contractor was tasked to investigate the basic research hypothesis that traffic complexity can be mitigated through the application of a distributed function that preserves individual trajectory flexibility.

B. Description of the supplies or services required to meet the agency's needs (including estimated value). [FAR 8.303-2(a)(3)]

(Provide a full description of the required supplies or services, dollar estimate, and summary of how the dollar estimate was determined.)

The objectives of the original NRA contract, awarded to L-3 Services, were to define and investigate metrics for aircraft trajectory flexibility and to develop methodologies for assessing and minimizing trajectory constraints. The contractor was tasked to investigate the basic research hypothesis that traffic complexity can be mitigated through the application of a distributed function that preserves individual trajectory flexibility. The request is for a noncompetitive, one year extension of Contract NNA07BB26C with L-3 Services, Inc. The work supports meeting the NextGen Airspace Project milestone AS.2.08, "AutoSA performance complexity constraints." The total proposed cost of this extension is \$452,429.72. [REDACTED]

[REDACTED] Attachment 1. Attachment 1 is redacted per FOIA Exemption 4.

Tasks

1. The contractor shall extend analysis (of the impact of trajectory flexibility preservation on traffic complexity) to multiple complexity metrics. In continuation of the initial qualitative analysis, the contractor shall continue the assessment of the relationship between trajectory flexibility and traffic complexity using multiple existing complexity metrics from the open literature and any other available sources. The analysis should be primarily performed using the Matlab model developed under this contract. The analysis should include quantitative validation of the flexibility metrics as a predictor of risk exposure (i.e. the probability of the inability to accommodate future disturbances). The analysis should include observations regarding suitability of the existing complexity metrics for distributed trajectory-based operations and recommendations for the improvement or new development of complexity metrics for better suitability.
2. The contractor shall extend analysis to the altitude degree of freedom. In continuation of the initial analysis in the speed and heading degrees of freedom, the contractor shall extend the analysis, and therefore the flexibility metrics and preservation techniques, to the altitude degree of freedom. Scenarios that include all of these degrees of freedom should be modeled and analyzed, and any trade-offs between trajectory changes in altitude, heading, and speed in preserving flexibility should be identified and characterized.

3. **The contractor shall analyze flexibility preservation performance in the conflict resolution horizon.** Complementing the initial application of flexibility preservation to long-term time horizons, the contractor shall conduct an analysis of flexibility preservation when used in conjunction with conflict resolution. The analysis should assess how flexibility preservation in conflict resolution affects trajectory stability beyond the initial conflict. Recommendations or observations should be made on integrating flexibility preservation cost functions with conflict resolution cost functions.
4. **The contractor shall develop a trajectory constraint relaxation scheme.** In continuation of the initial investigation of constraint minimization, the contractor shall produce a methodology for relaxing or removing constraints to create trajectory flexibility in overly or excessively constrained scenarios. The methodology should be applicable to supporting the flight crew in negotiating constraint relaxation with the service provider to maximize probability of meeting the remaining constraints while minimizing impact to service-provider and user objectives. The contractor should investigate the methodology in scenarios involving traffic, weather, and required arrival times.
5. **The contractor shall refine and update the metrics and estimation techniques as needed to improve computational efficiency.** Continuing the initial goal of making the flexibility metrics compatible with real-time trajectory management, the contractor shall investigate alternatives or improvements to the metrics and estimation techniques to make computational performance suitable for use in a real-time airborne trajectory planning system applied in a dynamic trajectory environment. The investigation should assess the trade between computational efficiency and risk assessment performance as a function of estimation method fidelity.
6. **The contractor shall develop and enhance software functions in the AOP to provide trajectory flexibility preservation functionality.** Furthering the initial demo-level capability to exercise long-term trajectory flexibility preservation in the AOP, the contractor shall develop and enhance software functions based on accomplishments in the tasks listed above. The contractor should produce in AOP the capabilities for planning long-term trajectories that preserve flexibility, incorporating flexibility preservation in the cost function of conflict resolution, and identifying constraint relaxation recommendations to the flight crew to improve flexibility. The contractor should also recommend a design for displaying to the flight crew the flexibility and constraint relaxation information. The software functions should be sufficiently documented to facilitate AOP software integration. The contractor should verify proper AOP-integrated functionality of the functions through appropriate demonstration scenarios.

Deliverables

1. **Status briefing at the Langley Research Center.** Due on the last day of the month, six months before final day of the contract. The actual briefing date will be determined in consultation with NASA. The briefing should summarize all major accomplishments and demonstrate current Matlab and AOP functionality.
2. **Updated software for integration with AOP.** Due on the final day of the contract. The contractor should produce test software and interface documentation one month prior to the due date to allow testing of AOP software integration.

3. **Final report that provides a thorough discussion and quantitative results of work accomplished.** Due on the final day of the contract. The contractor should produce a draft report 10 working days prior for review and comment. The final report format should be appropriate for submission for publication as a NASA Contractor Report.
4. **Final briefings at the Langley and Ames Research Centers.** Due on the final day of the contract. The actual briefing dates will be determined in consultation with NASA. The briefings should summarize all major accomplishments. The Langley briefing should demonstrate final Matlab and AOP functionality.

C. An identification of the statutory authority permitting other than full and open competition. [FAR 6.303-2(a)(4)]

10 USC 2304(c)(1), *Only One Responsible Source and No Other Supplies or Services Will Satisfy Agency Requirements*

D. Demonstration of the proposed contractor's unique qualification or the nature of the acquisition requires use of the authority cited. [FAR 6.303-2(a)(5)]

(This is the "heart" of the JOFOC. This paragraph should fully describe how the sole source action conforms with requirements set forth in FAR 6.302-1 through 7, dependent on the sole source authority being cited. Specific reference to the appropriate language from the applicable FAR section will be used.

Excellent performance by a contractor does not justify sole source awards or extensions. Any discussion of performance by a contractor that is being considered for a sole source award may be provided as supplemental information at the end of this section.)

We recommend that the Government acquire the goods and/or services required by the procurement request noted above via other than full and open competition. This procurement is for Air Traffic Management (ATM) research to define and investigate metrics for aircraft trajectory flexibility and to develop methodologies for assessing and minimizing trajectory constraints. The contractor was tasked to investigate the basic research hypothesis that traffic complexity can be mitigated through the application of a distributed function that preserves individual trajectory flexibility. The request is for a noncompetitive, one year extension of Contract NNA07BB26C with L-3 Services, Inc. The total proposed cost of the contract is \$452,429.72. The work supports meeting the NextGen Airspace Project milestone AS.2.08, "AutoSA performance complexity constraints." The NASA Associate Administrator for the Aeronautics Research Mission Directorate (ARMD), Dr. Jaiwon Shin, has confirmed that the extension is acceptable, if the Procurement Official determines that the request is appropriate under the scope of the current contract (see attached e-mail dated 2/5/09 from Jay Dryer, Senior Technical Advisor to Dr. Shin). The Chief, Acquisition Programs and Projects Branch, Kelly Kaplan, has also approved the extension for this contract via a full and open sole-source posting (see Attachment 2). **Attachment 2 is redacted per FOIA Exemption 5.**

Under the original tasking, the contractor successfully defined two metrics for trajectory flexibility (robustness and adaptability), developed algorithmic expressions and estimation techniques for managing two trajectory degrees of freedom (speed and heading), and through Matlab simulation exercised them in complex scenarios involving multiple trajectory constraints (traffic, required times of arrival, special use airspace). The simulations indicated that preserving trajectory flexibility exhibits characteristics consistent with mitigating traffic complexity, a partial and qualitative validation of the research hypothesis stated in the solicitation. The contractor has also produced an initial demonstration-level software capability for long-term flexibility preservation in NASA's distributed trajectory planning system, the Autonomous Operations Planner (AOP). The capability is expected to enable substantial research in trajectory-based traffic complexity management.

The degree of complexity of this foundational research area, unknowable until the task was well underway, has proven to be substantial but manageable. Appropriately, the contractor applied a rigorous technical approach to ensure high-confidence results, thus producing solid accomplishments at a moderate pace. The work is just now reaching a state of maturity where significant research findings are beginning to emerge and quantitative results are within reach. An extension of this task is justified on the basis that the contractor has developed the knowledge, tools, and momentum to produce significant research accomplishments and capabilities of interest to NASA. The extension tasks are within scope of the original contract. They are necessary to fully address the original research hypothesis and to provide NASA a research-ready prototype software implementation of a flexibility preservation function in a distributed control architecture.

(a) What unique capability does the proposed Contractor have that is important to the specific effort and makes it clearly superior to any other firm in the same general field?

Important to the effort is the integration of the flexibility metrics and algorithms into the AOP, the tool NASA uses to conduct most of its research in airborne trajectory management. L-3 Services, Inc. is the developer of AOP, and AOP is the only platform with enough fidelity to conduct trajectory flexibility preservation in a real-time dynamic trajectory environment.

(b) What prior experience of a highly specialized nature does the company possess that is vital to the proposed effort?

Distributed airborne trajectory management is a highly specialized field in air traffic management research. The work performed by L-3 Services, Inc. in the original tasking is an original, ground-breaking approach using distributed airborne trajectory management to mitigate air traffic complexity. The knowledge developed in formulating the problem and innovating a solution has given them the unique experience and the momentum to extend the analysis with quantitative results and to further develop the concept in the directions defined by the extended tasking. In addition, through their experience gained in designing and developing AOP, L-3 Services, Inc. is unmatched in their depth of domain knowledge specific to the enabling flight-deck technologies of distributed airborne trajectory management.

(c) What facilities and test equipment does the company possess that are specialized and vital to the effort?

L-3 Services, Inc. developed a customized Matlab model for flexibility metric estimation and trajectory flexibility preservation simulation. This tool has just reached the state where relevant

quantitative results are within reach. In addition, L-3 Services, Inc. has a complete and operational software development environment established for the AOP. Integrating the trajectory flexibility preservation and constraint minimization functions into AOP requires such a software development environment.

(d) Does the proposed Contractor have personnel considered predominant experts in the particular field? What are their unique qualifications?

The principal investigator on this task from L-3 Services, Inc. is Dr. Husni Idris. Dr. Idris personally derived the theory and mathematical formulations for the trajectory flexibility metrics and preservation approach in the original tasking, and no other equivalent metrics exist in the open literature. The co-investigator from L-3 Services, Inc. is Mr. Robert Vivona. Mr. Vivona is the lead engineer of the AOP development team, and he personally designed the functional architecture of AOP, including methods for integrating complex and diverse trajectory management functions into an operational decision-support tool for flight crews.

E. Description of efforts made to ensure that offers are solicited from as many potential sources as is practicable, including whether a notice was or will be publicized as required by FAR Subpart 5.2 and, if not, which exception under 5.202 applies. [FAR 6.303-2(a)(6)]

The contract was chosen as the result of full and open competition, and this extension has been posted to FedBizOpps. See Attachment 3 for the synopsis.

F. A determination by the contracting officer that the anticipated cost to the Government will be fair and reasonable. [FAR 6.303-2(a)(7)]

The contracting officer's signature on this document indicates that the contracting officer has determined that the anticipated cost to the government will be fair and reasonable. Prior to execution of the contractual instrument, a proposal analysis will be performed in accordance with FAR 15.404. The proposal analysis will ensure that the final agreed-to price for the contract extension is fair and reasonable. Analysis will include price evaluation techniques. Pre-negotiation objectives will be prepared prior to the initiation of negotiations and will be approved in accordance with FAR 15.406 prior to the conduct of negotiations.

G. Description of the market research conducted and the results or a statement of the reason market research was not conducted. [FAR 6.303-2(a)(8)]

(Describe the level of market research conducted (see FAR Part 10) and the results or a statement of the results or a statement of the reason market research was not conducted. (Note that the JOFOC may summarize market research details when JA Form 007, Market Research Report, is used.

In performing market research, it is not sufficient to rely upon the synopsis notices required by FAR 5.201. JOFOCs must demonstrate sufficient market surveillance or investigation as required by FAR Part 10, Market Research. While the regulatory guidance for the conduct of market research is primarily focused on determining whether a commercial item or service will satisfy the Government's requirement, it also is a means to validate assumptions concerning the

planned sole source approach or gain additional knowledge about feasible alternatives. Should market analyses indicate the existence of feasible alternative sources offering better technical and/or business approaches to meet programmatic requirements, the alternative sources should be investigated before going forward with any action using other-than full and open competition except as provided by a specific authority contained FAR Subpart 6.3 and NFS Subpart 1806.3.

As a means of balancing safety needs and concerns with the responsibility to explore market capabilities, acquisition teams are advised to utilize the resources available through the Ames Systems Management Office (SMO) (Code PD) or the Headquarters Independent Program Assessment Office (IPAO). These resources may be utilized to assist in analyzing market research results such as assessing capability statements submitted by interested sources. Independent assessments offered by these resources are particularly useful when the acquisition team is of the opinion that safety concerns preclude any opportunity to seek alternate sources and/or alternate approaches.

Acquisition personnel may assist technical personnel in performing this task using various methods, such as: written or telephone contacts with knowledgeable federal or non-federal experts regarding similar or duplicate requirements, the results of any market test recently undertaken, sources-source announcements in pertinent publications (e.g., technical or scientific journals, or the NAIS/FBO websites) or through the use of Requests for Information (RFIs). Results of market research analysis must be documented and filed in the contract file. (See NF 1098, Tab 3.)

A market survey was not conducted, because Contract NNA07BB26C with L-3 Services, Inc was awarded as a result of full and open competition and the request is for only a one year extension on the contract. To re-procure under full and open competition for a contract with period of performance of only one year in order to obtain alternative sources would be costly and time-consuming. It is in the Government's best interest to award on a noncompetitive basis. This extension will be posted in FedBizOpps.

H. Any other facts supporting the use of other than full and open competition. [FAR 6.303-2(a)(9)]

Facts supporting the use of other than full and open competition are set forth in paragraph C. of this document. (Include additional information, if applicable, per the areas identified at FAR 6.303-2(a)(9)).

FAR 6.302-1 has been cited as the justification of this sole source. As such, following FAR 6.303-2(a)(9)(ii) "an estimate of the cost to the Government that would be duplicated and how the estimate was derived;" it is estimated that the cost of duplicating this effort would be approximately \$300,000.00, in addition to a one year delay. This estimate was derived from taking one half the total value of the current contract and allowing for inflation. A new contractor would not only have to become intellectually up to speed with the published work, but would also need to do a significant amount of complex mathematical modeling just to bring them to the point we are at now in the current contract.

In addition, FAR 6.302-1(a)(2)(ii) states: "Supplies may be deemed to be available only from the original source in the case of a follow-on contract for the continued development or production

of a major system or highly specialized equipment, including major components thereof, when it is likely that award to any other source would result in --

(A) Substantial duplication of cost to the Government that is not expected to be recovered through competition, or

*(B) Unacceptable delays in fulfilling the agency's requirements. (See 10 U.S.C. 2304(d)(1)(B) or 41 U.S.C. 253 (d)(1)(B).)**

If we were to put this procurement out in full and open competition, and a company other than L3 were selected to accomplish the tasking listed in the extension SOW, there would be duplication of cost and an unacceptable delay. Through the course of accomplishing the original tasking, L3 built unique knowledge of the subject matter, experience in designing and applying the methodology and techniques necessary to address it, specialized computational tools for the modeling and analysis, and significant momentum in applying the newly developed theory to complex practical problems. A new contractor would likely incur a significant ramp-up delay because much of L3's path would have to be retraced. This would diminish the amount they could accomplish or increase the time required, thereby duplicating cost to the Government and providing an unacceptable delay to the Project in developing the trajectory-based technique for managing traffic complexity. This capability is currently one-of-a-kind and is needed to support planned simulation experiments. It is in the government's best interest to sole-source this requirement.

I. Listing of the sources, if any, that expressed, in writing, an interest in the acquisition. [FAR 6.303-2(a)(10)]

(Include both a listing of sources and how the expressions of interest were obtained (e.g., sources sought synopsis, unsolicited inquiry, etc.)

The single response to the posting was received from **redacted*** Optimal Synthesis. He stated that his small company was interested in sub-contracting possibilities. His email and NASA's response is located in Attachment 4. [REDACTED]

Attachment 4 is redacted per FOIA Exemptions 4 and 6.

J. Statement of the actions, if any, the agency may take to remove or overcome any barriers to competition before any subsequent acquisition for the supplies or services required. [FAR 6.303-2(a)(11)]

Code AT is confident that this is the only extension that will be issued within scope of the technical requirements. Based on the contractors performance of the current contract, code AT is confident that the stated objectives will be accomplished within the time given. Future work will likely involve a shift or expansion in scope of the requirements, thereby indicating a new competitive solicitation.

In order to avoid going with a sole source for this effort in the future, code AT will continue to be on the cutting edge of this industry. They will conduct market research prior to submitting a sole-source request, and they will work with procurement to try to avoid utilizing a sole-source method for this requirement in the future.

***Redacted per FOIA Exemption 6.**

Signature Page

Insert appropriate signature blocks here — Paste as "Nested Table" and remove this table row. Approvals/concurrences are specified in FAR 6.304/NFS 1806.304-70 and in AR 02. Any discrepancies between this format page and the regulations will be resolved in favor of the regulations. As of August 2008, approvals/concurrences are set as follows:

Over \$100K through \$550K Approval: Contracting Officer

Over \$550K through \$11.5M Approval: Center Competition Advocate (CCA), with Concurrence of Procurement Officer (PO)

Over \$11.5M through \$78.5M Approval: Head of Contracting Activity (HCA), with Concurrence of PO and CCA

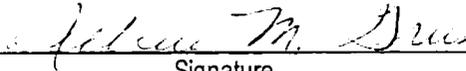
Over \$78.5M Approval: Asst Admin for Procurement (HQ), with Concurrence of PO, CCA, HCA, and Agency Comp. Advocate

Requirement Initiator:

Name Rebecca M. Grus

Title COTR

I certify that the facts presented in this justification are accurate and complete.

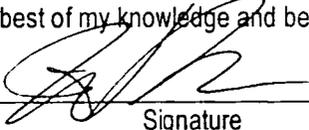

Signature

3/5/09
Date

Contracting Officer:

Insert Name

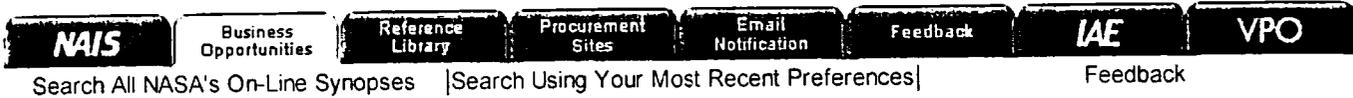
I hereby determine that the anticipated cost to the Government will be fair and reasonable and certify that this justification is accurate and complete to the best of my knowledge and belief. [FAR 6.303-2(a)(12)]


Signature

4/1/09
Date

cc (after approval):
JAB/241-1

ATTACHMENT 3



TRAJECTORY FLEXIBILITY PRESERVATION

Synopsis - Feb 24, 2009

General Information

Solicitation Number: N/A
Reference Number: NNA07BB26C-EMS
Posted Date: Feb 24, 2009
FedBizOpps Posted Date: Feb 24, 2009
Recovery and Reinvestment Act Action: No
Original Response Date: Mar 10, 2009
Current Response Date: Mar 10, 2009
Classification Code: A -- Research and Development
NAICS Code: 541712 - Research and Development in the Physical, Engineering, and Life Sciences (except Biotechnology)

Contracting Office Address

NASA/Ames Research Center, JA:M/S 241-1, Moffett Field, CA 94035-1000

Description

NASA/ARC has a requirement to define and investigate metrics for aircraft trajectory flexibility and to develop methodologies for assessing and minimizing trajectory constraints.

Tasks 1. The contractor shall extend analysis (of the impact of trajectory flexibility preservation on traffic complexity) to multiple complexity metrics. The contractor shall continue the assessment of the relationship between trajectory flexibility and traffic complexity using multiple existing complexity metrics from the open literature and any other available sources. The analysis should include quantitative validation of the flexibility metrics as a predictor of risk exposure (i.e. the probability of the inability to accommodate future disturbances). The analysis should include observations regarding suitability of the existing complexity metrics for distributed trajectory-based operations and recommendations for the improvement or new development of complexity metrics for better suitability.

2. The contractor shall extend analysis to the altitude degree of freedom and therefore the flexibility metrics and preservation techniques, to the altitude degree of freedom. Scenarios that include all of these degrees of freedom should be modeled and analyzed, and any trade-offs between trajectory changes in altitude, heading, and speed in preserving flexibility should be identified and characterized.

3. The contractor shall analyze flexibility preservation performance in the conflict *resolution horizon*. Analysis will be conducted of flexibility preservation when used in conjunction with conflict resolution. The analysis should assess how flexibility preservation in conflict resolution affects trajectory stability beyond the initial conflict. Recommendations or observations should be made on integrating flexibility preservation cost functions with conflict resolution cost functions.

4. The contractor shall develop a trajectory constraint relaxation scheme. The contractor shall produce a methodology for relaxing or removing constraints to create trajectory flexibility in overly or excessively constrained scenarios. The methodology should be applicable to supporting the flight crew in negotiating constraint relaxation with the service provider to maximize probability of meeting the remaining constraints while minimizing impact to service-provider and user objectives. The contractor should investigate the methodology in scenarios involving traffic, weather, and required arrival times.
5. The contractor shall refine and update the metrics and estimation techniques as needed to improve computational efficiency. The contractor shall investigate alternatives or improvements to the metrics and estimation techniques to make computational performance suitable for use in a real-time airborne trajectory planning system applied in a dynamic trajectory environment. The investigation should assess the trade between computational efficiency and risk assessment performance as a function of estimation method fidelity.
6. The contractor shall develop and enhance software functions in NASA's distributed trajectory planning system, the Autonomous Operations Planner (AOP) to provide trajectory flexibility preservation functionality. The contractor shall develop and enhance software functions based on accomplishments in the tasks listed above. The contractor should produce in AOP the capabilities for planning long-term trajectories that preserve flexibility, incorporating flexibility preservation in the cost function of conflict resolution, and identifying constraint relaxation recommendations to the flight crew to improve flexibility. The contractor should also recommend a design for displaying to the flight crew the flexibility and constraint relaxation information. The software functions should be sufficiently documented to facilitate AOP software integration. The contractor should verify proper AOP-integrated functionality of the functions through appropriate demonstration scenarios.

Deliverables 1. Status briefing at the Langley Research Center. Due on the last day of the month, six months before final day of the contract. The actual briefing date will be determined in consultation with NASA. The briefing should summarize all major accomplishments and demonstrate current Matlab and AOP functionality.

2. Updated software for integration with AOP. Due on the final day of the contract. The contractor should produce test software and interface documentation one month prior to the due date to allow testing of AOP software integration.
3. Final report that provides a thorough discussion and quantitative results of work accomplished. Due on the final day of the contract. The contractor should produce a draft report 10 working days prior for review and comment. The final report format should be appropriate for submission for publication as a NASA Contractor Report.
4. Final briefings at the Langley and Ames Research Centers. Due on the final day of the contract. The actual briefing dates will be determined in consultation with NASA. The briefings should summarize all major accomplishments. The Langley briefing should demonstrate final Matlab and AOP functionality.

NASA/ARC intends to purchase the services from L-3 Services, Billerica, MA, 01821. A current contract exists with this vendor and this posting serves as an official statement that NASA intends to extend the contract for one year. Competition for these services does not exist because the extension of this contract aims to further research models which were developed as a result of the current contract.

The Government does not intend to acquire a commercial item using FAR Part 12. See Note 26.

Interested organizations may submit their capabilities and qualifications to perform the effort in writing to the identified point of contact not later than 4:30 p.m. local time on 10 March 2009. Such capabilities/qualifications will be evaluated solely for the purpose of determining whether or not to conduct this procurement on a competitive basis. A determination by the Government not to compete

this proposed effort on a full and open competition basis, based upon responses to this notice, is solely within the discretion of the government.

Oral communications are not acceptable in response to this notice.

All responsible sources may submit an offer which shall be considered by the agency.

An Ombudsman has been appointed. See NASA Specific Note "B".

Any referenced notes may be viewed at the following URLs linked below.

Point of Contact

Name: Elizabeth M. Sanchez
Title: Contract Specialist
Phone: 650-604-5053
Fax: 650-604-0932
Email: elizabeth.m.sanchez@nasa.gov

Name: Justin C. Pane
Title: Contracting Officer
Phone: 650-604-5621
Fax: 650-604-0932
Email: justin.c.pane@nasa.gov

Government-wide Notes

NASA-Specific Notes

You may return to Business Opportunities at:

- NASA ARC listed by [Posted Date | Classification Code]
- NASA Agencywide listed by [Posted Date | Classification Code]